EI-257

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November 21, 2000

John Doane
A & K Railroad Materials, Inc.
1505 South Redwood road
P.O. Box 300076
Salt Lake City, Utah 84130

Dear John,

Please accept this copy of the Midland Valley Railroad project. The original materials have been submitted to the Oklahoma State Historic Preservation Office. The original file contains the following:

Individual file folders for each survey
Black and white photographs in individual envelopes
A history of the Midland Valley Railroad

These items were submitted in a single, expanding file folder.

Also enclosed is a copy of the letter I submitted with the project.

I apologize for the time it took to complete the project. Generally 5" x 7", black and white glossy photographs are ready in four working days. In this case, due to a back order for the paper, it took several weeks.

Please contact me if you have any questions. I am also attaching an invoice for the project.

Thank you.

Sincerely,

Jo Meacham

History of the Midland Valley Railway Company
State of Oklahoma

Prepared for
Mr. Karl Morell, Esq.
Ball Janik LLP
1455 "F" Street NW, Suite 225
Washington, DC 20005

By
Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107
October 2000

History of the Midland Valley Railway Company

Eastern Oklahoma, Built 1903

Summary

The Midland Valley Railway Company, constructed between 1903 and 1906, was one of Oklahoma's early railway lines. Primarily a link between Arkansas (approximately 10 miles south of Fort Smith) and Wichita, Kansas, the line served to transport passengers, oil field equipment, oil products, and livestock from the rich, oil and cattle country in eastern Oklahoma. The line was particularly well used between 1912 and 1927 at the height of the Osage oil field. Passenger service was discontinued in 1932; however, it was one of the few railroads that prospered during the Depression. The northern portion of the route between Wichita, Kansas and Pawhuska, Oklahoma was closed during the late 1960's. The route between Barnsdall and Pawhuska was abandoned in the early 1970's and shortly after, Barnsdall became the north end of the line. The Tulsa-Barnsdall was discontinued circa 1997 and is scheduled for abandonment.

Overview of Oklahoma Railroads

Plans to build railroad lines through Oklahoma (Indian and Oklahoma territories) were being made as early as the 1840's. During the first half of the nineteenth century, efforts and plans were made to cross Indian lands with the railroad and connect to the Pacific and to Mexico through Texas. These plans included building a railway system that would link the United States were developed and would 1) link the Great Lakes with the Missouri River, 2) connect the Missouri Valley with the Gulf Coast, and 3) link the Mississippi River with California. Lands belonging to Indian tribes created barriers to this effort. Indian and Oklahoma territories were critical to two of these three networks.

By an Act of Congress, a survey for transportation routes between Memphis, Tennessee and the Pacific Ocean was initiated in 1853. This event, known as the "Whipple Survey" was conducted from Fort Smith, Arkansas, westward along the Arkansas and Canadian Rivers. One year later, in 1854, Kansas and Nebraska became territories and the Pacific Railroad Act and Homestead Act in 1862 opened the west for settlement.

Early transportation in Oklahoma relied primarily on local waterways - the Arkansas River and its tributaries, and the Red River. As towns were established in the territories, a system of public and military roads was established and were used by the postal system, stagecoaches, and ox-drawn freight wagons.

After the Civil War, river traffic continued to the Indian nations and steamboats ran between Gibson Landing at the mouth of the Grand River and Fort Smith, Little Rock, New Orleans, Memphis, St. Louis, and Cincinnati. The Red River also hosted several steamer lines. However, river steamboat service was limited and was affected by the seasons and the weather.

Before the Civil War, several railroad lines had been laid from the east coast to the Mississippi River and following the war there was an enormous spurt of railway growth. Oklahoma was not open to white settlement and the vast majority of the state had been divided between a number of Indian governments.

There was more pressure from the railways to cross Oklahoma both east-west and north-south after the Civil War. Most of the Indian governments resisted the expansion of the railroad through their lands, and were alarmed that they would lose too much land through land grants to the railway companies. Many Indian governments had sided with the Confederates and this was also partially responsible for their vulnerability to the United States government and their plan for western growth and settlement. In addition, Kansas was demanding a railroad that would allow access to the Gulf of Mexico.

In 1866, Congress passed an act authorizing the Union Pacific to extend its southern branch, the Missouri-Kansas-Texas (MKT) from Kansas through Indian Territory to Fort Smith, Arkansas. The act required Indian tribes to allow two railway routes - east-west and a north-south - through Indian Territory. The MKT conducted a survey in 1879 along the old Texas Road in Oklahoma and the first track in Indian Territory was laid that same year. The MKT crossed the Kansas border into Indian Territory on July 20, 1870 and arrived in Muskogee, Oklahoma in February of 1871. During the early months of 1872, MKT laid track across the Red River into Texas.

The Atlantic and Pacific Railway Company (later the Saint Louis and San Francisco, or "Frisco"), a competitor of the MKT, also began building a line that was to enter Indian Territory. By 1871 it

met the MKT at Vinita, in the Cherokee Nation. Vinita was the first town laid out by the railroads in Oklahoma. By 1882, the north branch of the Frisco crossed the Red Fork into Tulseytown (Tulsa).

Between 1870 and 1880, railway construction was slow. For about fifteen years (after 1871) no other railroads were allowed to build through the territories.

However, after 1890 until the mid 1930's, each decade saw a substantial gain in trackage laid in Oklahoma. A southern route was also extended from Fort Smith, across the Choctaw Nation, to Paris, Texas and completed in 1887. Railway construction to the west began in 1898 when the Frisco built a line to Oklahoma City. During the 1880's a number of other lines were also established and by 1897 there were nine trunk lines in Oklahoma.

The construction of railway lines continued to be built through Oklahoma and Indian territories and by 1905 there were 5,231 miles of railroad in Oklahoma. Four lines eventually controlled most of the rail facilities in Oklahoma. These included the Santa Fe, the Rock Island, the MKT, and the Frisco.

Railroad construction was important for many reasons, however, communication was also established as the lines were built. Railway development also meant that there was instantaneous communication through the telegraph, as telegraph poles were set and lines run on the railroad right-of-way.

Many of Oklahoma's towns are a result of railroad development and many place names reflect the names of railroad company officials and friends and their hometowns.

Railroad development was also responsible for opening both territories for white settlement. In order for the railroads to be financially successful, the railroad companies were granted land that they in turn were allowed to develop as cities and towns. As railroads grew, the possibility of developing many of Oklahoma natural resources also became a reality. Coal, lead, and zinc mines were built and these resources were shipped throughout the nation. Agriculture and cattle were also exported from the territories.

Statehood occurred in 1907 and by 1916, abandonment of unprofitable lines had begun. This was largely due to the completion of highways and pipelines. These changes were also happening throughout the nation. When new lines were laid, they were mainly for natural resources. These included lumber, coal and oil. Oklahoma attained its greatest railway mileage during the mid 1930's with a total of 6,700 miles of track laid throughout the state.

Railway Mileage in Oklahoma, 1880 - 1960

Year	Mileage
1880	289
1890	1,214
1900	2,152
1910	5,980
1920	6,572
1930	6,678
1940	6,303
1955	5,957
1960	5,899

Source: Association of American Railroads, A Chronology of American Railroads, Washington, D.C.

Midland Valley Railway Company

The Midland Valley Railway Company, primarily constructed between 1903 and 1906, was built to develop large coal deposits in western Arkansas and eastern Indian Territory. The 277 miles of track began in Arkansas, just east of the Oklahoma border and approximately ten miles south of Fort Smith. The railway ran in a northwesterly direction with major Oklahoma railway stations at Stigler, Muskogee, Tulsa, Barnsdall, Pawhuska, and Foraker. The Pennsylvania Steel Company provided many of the steel bridge trusses for Midland Valley. This company was associated with railroad bridge building at the turn of the century.

The Midland Valley Railway Company was incorporated June 4, 1903 under the General Laws of Arkansas. The company responsible for building the railroad was a Philadelphia group, previously associated with building the Choctaw, Oklahoma and Gulf Railroad. (The Choctaw was a Rock Island predecessor). Construction of the Midland Valley began in Hartford, Arkansas and was intended to haul coal from mines owned by the investors. It was originally intended to provide connections to the Choctaw at Hartford, the Frisco at Maney Junction, the Kansas City Southern Railway at Panama, and the Fort Smith and Western Railroad at Bokoshe, all stations in Indian Territory. However, after difficulties with rates and equipment, the Midland Valley decided to build to Muskogee in Indian Territory, where it would connect with the MKT.

After this decision, the Midland Valley purchased the Muskogee Southern from Haskell and Kenefick, constructed a bridge over the Canadian River, and entered Muskogee on March 14, 1904. The Midland Valley Railway Company followed the Santa Fe and the MKT into Osage County. It was to be one of the four railroads in Osage County. By September of 1905 there was thirty miles laid in the county.

In 1906, it was decided to locate the shops and general offices of the Midland Valley Railway Company in Muskogee, Indian Territory. Six years later, the company was the largest owner of railroad equipment based on per mile of road operated.

Between 1905 and 1906 the Midland Valley built track from Skiatook, just over the line in the Creek Nation to Avant, Bigheart (Barnsdall), Nelagony, Pawhuska, Myers, Blackland, Foraker, Grainola and Frankfort. In 1906, post offices were established in Avant, Barnsdall, and Nelagony. Following the laying of the lines, was the first telegraph service to Osage County. To

the north of Barnsdall, Pawhuska received long distance telephone service as a result of Pioneer Telephone Company lines being strung along Midland Valley poles.

The Midland Valley shipped large amounts of cattle out of Osage County. At one time over 2,000 head were being shipped out on three trains a day for a total of 10,000 animals each day. Later, the oil boom in Avant and Bigheart (Barnsdall) also depended on the Midland Valley. In Pawhuska, where twenty-eight oil lease actions occurred between 1912 and 1927, special trains from Tulsa were brought to the city carrying oil men and geologist. During the Shidler oil boom, three trains with fifty tanks each would leave every five minutes. Each time the trains pulled out of the station, they were hauling over 40,000 barrels of oil.

Chief James Bigheart, whom the town of Barnsdall was originally named, was partially responsible for establishing the Midland Valley through Osage County. The railway was built and passed near or through his lands southeast of Pawhuska.

In 1906, the Midland Valley reached the Kansas border, northwest of Pawhuska. Later a branch was added from Jenks to Glenpool. In 1916, a line was extended to Keifer.

Construction Record of the Midland Valley Railway Company

Year Built	Miles Built	Line
1903-1904	21.8	Arkansas-Oklahoma State Line to Bokoshe, Oklahoma
1904	29.9	Bokoshe to Mile Post 59.15
1904	38.8	Mile Post 59.15 to Muskogee
1904-1905	57.9	Muskogee to Tulsa
1905-1906	92.6	Tulsa to Oklahoma-Kansas state line (to Wichita)
1907	6.3	Jenks to Glenpool (abandoned, 1936)
1908-1909	5.7	Mile Post 59.15 to Mile Post 64.88
1916	2.4	Glenpool to Keifer (abandoned, 1936)

The development of the Midland Valley was in part due to the petroleum industry. Railroads brought in the heavy equipment used in drilling, refining, and pipeline building. The railroad was also critical to the distribution of the final product. Many railroads enjoyed their most prosperous years during the oil boom in Oklahoma during the 1920s. Most of the tonnage shipped by the Midland Valley was from the Glenn Pool oil fields. The Midland Valley was also a large passenger carrying line and had eight daily trains between Muskogee and Tulsa and four daily trains at other stations. The passenger activity continued through the 1920s and ended in the early 1930s as better roads were built and automobiles and buses became readily accessible. In 1932, the last of the passenger trains were removed.

Midland Valley had two major terminals, one at Wichita, Kansas and a second at Fort Smith Arkansas. These lines connected a total of nearly 660 miles of track in the state. The Midland Valley Railway Company tracks accounted for 239.62 of these miles. The remaining lines were on the Kansas, Oklahoma, and Gulf line and the Oklahoma City-Ada-Atoka line.

During the early 1920's, the Midland Valley Railroad Company formed the Osage Railroad Company and built a branch line of the Midland Valley to serve the Shidler, Webb City and Foraker oil fields. The line was completed in 1923 and the city of Shidler was established soon after. This line was open until 1953 and was officially abandoned on November 18, 1955. The line was only eleven miles long but at its peak of operation handled over one hundred tank cars of oil each day.

In 1924, at federal court in Muskogee, the Kansas, Oklahoma and Gulf Railway Company was placed in receivership. A foreclosure decree was issued in July of 1925. A joint facilities agreement was made with Midland Valley that would provide for savings for both companies. The KO&G yard at Muskogee was closed and the Midland Valley handled those chores. The Midland Valley offices ran both lines - although employees, agents and other personnel remained separate. (The Missouri, Oklahoma, and Gulf Railway was between Tulsa-Nelagony-Kansas City.) After the "readjustment" the KO&G became more competitive and new tracks, buildings and bridges were rebuilt.

Many early rail lines were purchased by larger companies. In eastern Oklahoma, between World War I and World War II, the Muskogee Company bought and incorporated several lines. The Muskogee Company was incorporated in Delaware in 1923 as a holding company, with headquarters in Philadelphia, Pennsylvania. By December of 1929 it owned the majority of stock in the Kansas-Oklahoma and Gulf Railway. Other railway companies owned by the Muskogee Company include the Oklahoma-Ada-Atoka Railway Company, obtained in 1929; the Bird Creek Company, acquired in 1929; and the Midland Valley Railroad Company, acquired in 1930. (The Bird Creek Company owned the Foraker Company that was owned by the Osage Railway Company. This line ran from Foraker to Lyman in the Burbank oil fields.)

The Oklahoma City-Ada-Atoka Railway Company took over the line between Atoka and Oklahoma City that had been the Katy (MKT). The Missouri, Oklahoma and Gulf and the Kansas, Oklahoma and Gulf lines were reorganized. The Midland Valley Railway Company became a part of this group.

The Muskogee Company was preceded by the Foraker Company that had built the Osage Railway between the Midland Valley at Foraker to Lyman, in the Burbank oil fields. Many of these tracks were abandoned.

The Muskogee Company was operating in eastern Oklahoma as late as 1958.

During the Depression, railroad companies across the nation were failing and were going into receivership. The Midland Valley was one of three railroad companies which came through the 1930's showing a substantial profit.

Shortly after World War II, in 1949, the company began a dieselization program. This program was completed in 1952 and all of the steam locomotives were dismantled and scrapped. In addition, the roundhouses, water stations, coal chutes, cinder pits, and tracks used in connection with these facilities, as well as those used for storing coal, were also scraped. By 1953, the company was completely using diesel locomotives. These included EMD F-7 Diesel Locomotive units which were used in a pool with the Missouri Pacific and Texas and Pacific Railways for operating jointly through trains between Kansas City, Missouri and Fort Worth, Texas.

During its tenure, the Midland Valley Railway Company also had trackage rights over the Frisco in Oklahoma between Rock Island and Fort Smith, Arkansas (7.2 miles) and over the Sapulpa Electric Interurban Company from Kiefer to the Crosby-Gillespie Plant (.4 miles).

By 1978, there was little freight and no passenger service in Osage County (MV line ran from Tulsa in Tulsa County to Barnsdall in Osage County).

The Midland Valley (Muskogee Company) merged with the Texas Pacific Railway Company on April 1, 1967. In 1974, 12.98 miles of track between Barnsdall and Pawhuska were closed and rail service to Nelagony and Pawhuska, Oklahoma was discontinued. This resulted in the closing of depots in all towns in between. The line, which originally ran to Wichita, Kansas, had already been abandoned and Pawhuska was the end of the line in 1974. Several towns protested these closing and Barnsdall feared that their portion of the line would be next. Barnsdall continued to be the end of the line and the Midland Valley track was used to ship products from the Bareco Petrolite Corporation's wax plant.

The line between Barnsdall and Tulsa was discontinued in 1997. It is scheduled for abandonment. The current owner is the South Kansas and Oklahoma Railway Company (SKO).

Tulsa-Barnsdall Portion of the Midland Valley Railway Company

The Tulsa-Barnsdall portion of the Midland Valley runs in a northwesterly direction through a rural area The towns along the line include Turley, Sperry, Skiatook, Avant, and Barnsdall. The tracks have been closed since 1997. The area is slightly hilly and the tracks run through both wooded areas and cleared fields. Some of the bridges cross small tributaries, while others cross fairly wide creek beds.

Along the route are fourteen bridges. These include several construction styles:

Type of Bridge	Bridge Number (s)	Date of Construction	Length
Open deck timber pile trestle	154.1, 162.9, 163.4, 164, 186.4	Ca. 1904-1906	42' - 143'

Open deck pile trestle/ under truss	155.6, 178.6	Ca. 1904-1906	252' - 413'
Open deck thru plat girder	159.7	Ca. 1904-1906	54'
Ballast deck timber pile trestle	160.2, 160.4	Ca. 1904-1906	53'- 66'
Open deck thru truss	163.6	Ca. 1904-1906	
Open deck/deck plate girder	176.2	Ca. 1904-1906	
Ballast deck/ deck plate girder and	177.1	Ca. 1904-1906	
Open deck pony truss	185.4	1908	

The majority of the bridges are constructed using large, round timbers. Railroad tracks are regularly inspected and bridges are regularly maintained. As a result, many of the original materials have been replaced over the past 100 years. There is evidence of replacement at the bottom of the waterways where there are remnants of round timbers in the creek beds. Over the years, concrete pilings have also been repaired and/or replaced. In some cases, although documentation was not located, the entire bridge may have been replaced due to the degree of deterioration or flooding. There is evidence that during the late 1920's, that a major renovation of some of the bridges took place.

Several of the bridges have forty- to sixty-foot cut stone piers. These piers were built circa 1906. Some of the bridges have steel trusses and side pieces. It appears that many of the steel portions were manufactured prior to the mid 1920s. All of the bridges use large, wooden structural members. In almost every creek bed, below the bridges, are remnants of previous wood members. This indicates that many of the original wood members have been replaced over the years. Many of the cross ties on top of the bridges are in poor repair and are greatly deteriorated.

Portions of the track are fairly clear, while other portions have dense vegetation covering the entire track.

Along the route there are a number of concrete culverts. One of the culverts, near Mohawk Boulevard in Tulsa, was stamped with the date "1929." It was during the late 1920s, when traffic was at an all time high, that many of the bridges were repaired or replaced.

A full inspection of each of the bridges was completed in 1994. (See individual files).

Description of Bridge Types

Type of Bridge	Description of Bridge Type
Open deck timber pile trestle	Substructure built with round timbers, open deck
Open deck pile trestle/ under truss	Substructure built with round timbers, open deck, with a supporting metal substructure
Open deck thru plat girder	Supporting metal substructure resting on end pilings, open deck
Ballast deck timber pile trestle	Substructure built with round timbers, open deck
Open deck thru truss	Steel truss bridge, structure above open deck, pilings at either end
Open deck/deck plate girder	Steel truss bridge, structure below open deck, pilings at either end
Ballast deck/ deck plate girder and	Steel truss bridge, structure below ballast deck, pilings at either end
Open deck pony truss	Small steel thru truss bridge

Open deck: open ties, no substructure beneath

Ballast deck: 18" - 24" deep metal or concrete plate is located beneath the ties that span from the pilings

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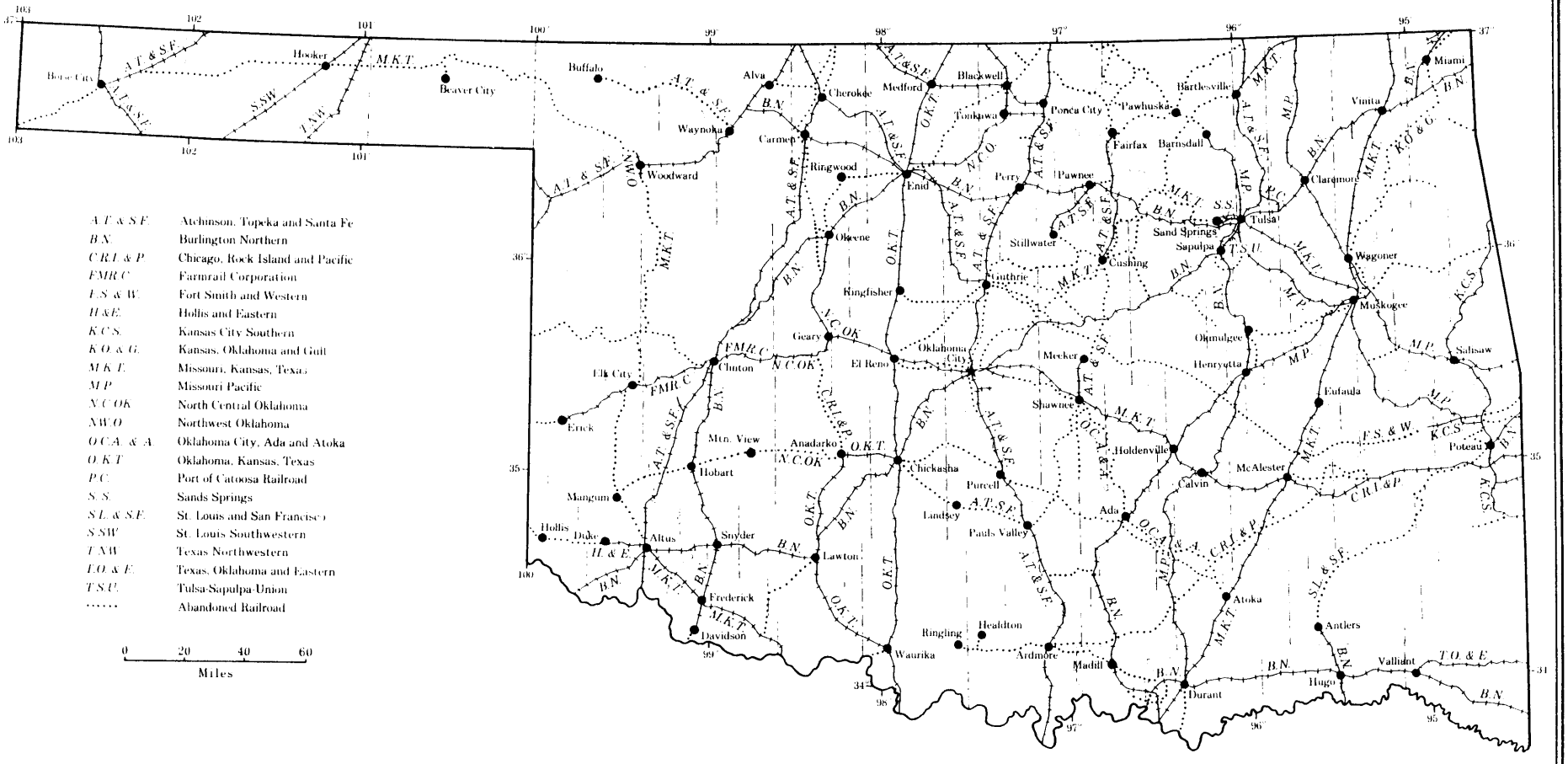
HISTORICAL ATLAS OF OKLAHOMA

Third Edition

by John W. Morris, Charles R. Goins,
and Edwin C. McReynolds

University of Oklahoma Press : Norman

1986



RAILROADS IN OKLAHOMA, 1870–1985

64. RAILROADS IN OKLAHOMA, 1870–1985

Plans for railroad building at the time of the Civil War included connecting the Great Lakes with the Missouri River, the Missouri Valley with the Gulf Coast, and the Mississippi River with California. Indian Territory was in the path of the second and third of these major plans. The first railroad line to the Pacific became a reality when the Union Pacific, building west from Omaha, and the Central Pacific, building east from Sacramento, met at Ogden, Utah, in 1869.

The Union Pacific planned a southern branch to connect eastern Kansas with the Gulf of Mexico, following the route of the old Texas Road. In 1869 the Missouri, Kansas and Texas Railway Company, chartered by the state of Kansas, acquired the properties of this southern branch, and by 1873 had extended the line from Chetopa, Kansas, across Indian Territory to the Red River near Colbert's Ferry. Crossing the Arkansas River on a bridge 840 feet long, this first line in the land of the Five Civilized Tribes ran southwest through Muskogee, Eufaula (North Fork Town), McAlester, Atoka, and Durant.

The Atlantic and Pacific (St. Louis and San Francisco) had constructed a line from St. Louis to Seneca, Missouri, on the border of Indian Territory by April 1, 1871. This road extended its line southwest toward the Creek Nation. It formed a junction with the M. K. and T. at Vinita on September 1, and stopped construction until 1882. By that time it had been reorganized as the St. Louis and San Francisco Railroad Company. It bridged the Arkansas River by 1886 and established an important cattle shipping center at Red Fork on the right bank. Between 1882 and 1887 the same company constructed a line from Fort Smith, Arkansas, through the Choctaw Nation to the Red River south of Hugo.

The Chicago, Rock Island and Pacific Railroad built south from Caldwell, Kansas, in 1890, approximately along the line of the Chisholm Trail across the Cherokee Outlet and the Unassigned Lands to the border of the Chickasaw Nation. In 1902 the Rock Island Company bought the properties of the Choctaw, Oklahoma and Gulf Railroad, which gave El Reno a connection with Oklahoma City, Shawnee, Wewoka, McAlester, and Wister Junction. Since the principal fuel for locomotives at that time was coal, access to the eastern Oklahoma mines was an important consideration for the M. K. and T., the Rock Island, and other roads.

The Atchison, Topeka and Santa Fe, which was in operation before the opening of the Unassigned Lands, played a large part in the runs for homesteads and the location of townsites. The growth of population in the Twin Territories and the development of industry and agriculture were closely dependent upon railroads in Oklahoma, as in other parts of the American West.

By 1916, even before railroad construction was completed in Oklahoma, abandonment of unprofitable lines had begun. This phenomenon, due in part to the competition of highways and pipelines, parallels abandonments in the nation at large. For example, in 1972 a long M. K. and T. line in western Oklahoma was abandoned. This route had extended from Altus to Woodward and then westward across the Panhandle to a point near Keyes in Cimarron County. The most recent abandonment was the dropping of the Santa Fe line from Pauls Valley to Lindsay in April, 1985.

MIDLAND VALLEY RAILROAD COMPANY

Corporate History

1. Midland Valley Railroad Company.

Incorporated, June 4, 1903, under the General Laws of Arkansas.

With the Kansas, Oklahoma and Gulf Railway Company, it is controlled through stock ownership by the Muskogee Company, a holding company with headquarters in Philadelphia, Pa.

The Midland Valley was acquired by the Muskogee Company as of June, 1930.

Construction Record in Oklahoma

Item	Year Built	Miles Built	Company	Line
1	1903–04	21.8	(1)	Arkansas-Oklahoma State Line to Bokoshe.
2	1904	29.9	(1)	Bokoshe to Mile Post 59.15.
3	1904	38.8	(1)	Mile Post 59.15 to Muskogee (see Item 7).
4	1904–05	57.9	(1)	Muskogee to Tulsa.
5	1905–06	92.6	(1)	Tulsa to Oklahoma-Kansas State Line (to Wichita).
6	1907	6.3	(1)	Jenks to Glenpool. (Abandoned, Feb. 12, 1936).
7	1908–09	5.7	(1)	Mile Post 59.15 to Mile Post 64.88. (Revision of line resulting in abandonment of 7.6 miles between M. P. 59.15 and Muskogee.)
8	1916	2.4	(1)	Glenpool to Kiefer (1.4 mile, Kiefer to Berryhill abandoned in 1935. Balance of line abandoned effective February 12, 1936).

Trackage Rights

7.2 miles over Frisco in Oklahoma between Rock Island, Okla., and Ft. Smith, Ark.

0.4 mile over Sapulpa Electric Interurban Co. from Kiefer to Crossby-Gillespie Plant. This right acquired in 1921 and relinquished in 1935.

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY

(KATY)

Corporate History

1. Missouri-Kansas-Texas Railroad Company (Katy).

Organized, July 6, 1922, under the General Laws of Missouri.

Effected by consolidation of (14) and part of (2), December, 1922.(*)

Placed in operation, April 1, 1923.

(*)See Oklahoma City-Ada-Atoka Railway for further details.

Hofsommer, Donovan

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The removal of the stones from the hillside on the east side of Bird Creek make it possible to build a road and have a flow of traffic over Bird Creek Bridge which was built sometime before 1915. This steel frame bridge was washed out by the flood of 1915 which inundated that part of the town lying east of Fourth Street. The steel bridge frame lodged a couple hundred feet or so down stream and no one paid any attention to it until World War II, when there was an urgent need for steel to be used in manufacuturing ammunition. Two well known welders took note of this, and thinking it would be an easy way to make some extra cash, they went about the task of trying to raise the old bridge out of its watery sand-packed bed. Dake Shreffler and Ed Kingsbury worked long hours with winch trucks, but were not able to free that portion of the bridge which was so deeply embedded. All the men got for their work was the portion of the bridge above the water level which could be salvaged with cutting troches.

Between the time that the old bridge was washed out and a new bridge was put in, a swinging bridge was in use at the location. People living east of town would drive their wagons as far as possible, walk across the swinging bridge to do their trading, then carry their purchases across the swinging bridge back to their wagons.

Early citizens of this fledgling town were keenly aware of their blessings, and with a deep faith in God they forged ahead to build a town. it was this Faith that led them to make arrangements to hold Sunday School and Church services in the Midland Valley Depot. The first of these services were conducted by a Presbyterian minister from Pawhuska. He was followed by a Baptist and a Methodist minister holding services on alternating Sundays.

The services were held in the waiting room of the depot between trains on Sunday afternoon. It was from this congregation that the Methodist Episcopal Church in Bigheart was established in 1909.

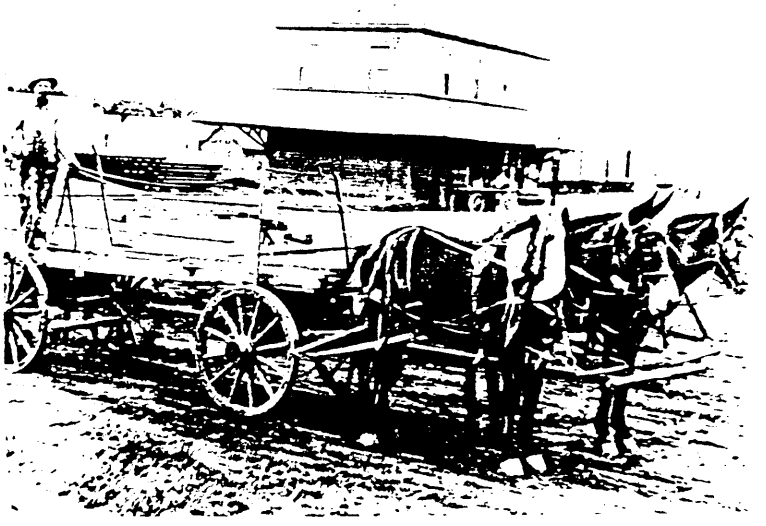
By 1913, the Methodists had built the first church building in Bigheart. This church was the center of activity in the small community, and it was through this endeavor that many of the town's young people got their early Christian training.

MIDLAND VALLEY RAILROAD

By the turn of the century, oil companies had begun to lease the Osage lands for petroleum development. Within a few years, the area was to become a place teeming with activity as one of the richest oil fields was opened in what was to become the State of Oklahoma. Much development was around the town of Bigheart.

The Midland Valley Railroad Company which had its beginning in Arkansas in the early 1900's and had built a line to Muskogee, Indian Territory, met the challenge of the new frontier in the oil business. They started construction from Muskogee to Tulsa, Indian Territory, with plans to extend the line into Kansas. This railroad was completed as far as Bigheart in 1905. In September of that year, the Bigheart Station was opened.

The depot was termed a standard station. It was a two story frame building with living quarters for the early day station agents and their families to take up occupancy on the second floor.



Original Midland Valley Depot in background faced east. When the brick depot was built about 1919 the tracks were changed to the west side. Ora Downing is on the wagon, driving T.E. Gibson's mules. The boy in the background is probably Sheldon Robinson.

Robert Lomax, president of the company from 1954 to 1965, gleaned some interesting information from his files. His records show that R.C. Curtis was the first agent to serve the new station. He was followed by T.E. Moore whose salary was $45 per month plus five percent commission on the ticket sales and express business. These commissions averaged $51 per month. The first month's earnings of the station totaled $475.46 and by February 1906, these earnings had grown to $979.83 (made of less than car load business). The first car load business was during the cotton season of 1910-1911 when 34 car loads of cotton were shipped out. Mr. Hagan became the station agent in 1914 and he was followed by Frank Harvey.

Bigheart Cotton Gin which shipped cotton by rail.

Bigheart was a section headquarters with eight miles of track to maintain. This maintenance was no small task. It was done by manual labor using pick and shovel. If the repair was extensive, a team and driver was called out to aid in the moving of large quantities of dirt. The section crew rode to their work location on a hand pump car which they lifted off the track so trains could pass. In 1911 the section crew foreman drew a salary of $45 per month. The section houses which served as living quarters for the men and their families were located along the west side of the tracks on the right-of-way north of Chestnut Avenue; these houses were removed during the early years of the 1930's. By this time the method of track repair had improved. The old pump cars were replaced with motorized cars which allowed the men to be transported greater distances each day. Thus, fewer men were required to care for more miles of track. Consequently, there was no longer a need for a section headquarters in Barnsdall.

The station was considered by company officials to be what they termed a "heavy load" station. They are reported to have said that business was so good between here and Tulsa they could have used gold spikes to anchor the rails between Bigheart and Tulsa and still have made money. At the peak of the railroad's operations here they ran six passenger

Midland Valley Train "coming around the bend" at Tallant, Oklahoma.

trains and four frieght trains through the city daily. The switching of freight trains became so heavy during the early 1920's that the town's citizens became concerned about the tiny tots who had to cross the tracks to attend school. So the school board decided to prepare two of the rooms at the new high school building, under construction, for the first and second grade students who lived on the west side of the tracks.

During the very early days of the railroad, there was a two pen stockyard along the right-of-way north of Chestnut Avenue and much of the early day business was the shipping in of Texas Longhorn cattle to graze among these hills and lush green prairies. Information is no longer available on the actual amount of business done by the stockyards but indications are that there were large herds of the Texas cattle unloaded and run through the dipping vats before being turned out to the grazing lands.

A favorite pastime of the town's children was to hang over the stockyard fence and watch as the cattle were put through the dipping vat. When the job was completed the kids would scatter in every direction as they scurried off to home and safety. They had been well informed about the temperament of these cattle and had been made aware of the danger they presented when they were released from the pen. The danger these cattle posed was certainly no myth. Men whose work took them into an area where these cattle were likely to be grazing, took six shooters to protect themselves in case they should be attacked.

In the early days of the 1920's J.W. Keith was named by the Midland Valley Railroad Company as superintendent of a building project. The officials of the company had met and formed the Osage Railroad Company which was a branch line of the Midland Valley to serve the Shidler, Webb City and Foraker oil fields. The line became a reality in 1923 when the station opened at the future town of Shidler, Oklahoma, and continued in business through 1953. The

Osage Line was only eleven miles long but it played an important role in the development of the oil-rich area it served. At the peak of its operation, approximately one hundred tank cars of oil was pulled out of that field daily. During the depression days of the 1930's, railroads all over the nation were falling into the hands of receivers. The Midland Valley was one of three railroad companies which came through the difficult period showing a substantial profit.

Some of the agents for the Midland Valley Company at Bigheart Station were: R.C. Curtis, T.E. Moore, a Mr. Hagen, Frank Harvey, J.M. Cullop, W.R. Adair and E.E. Colipriest.

A pamphlet printed by the Kansas-Oklahoma and Gulf Railway Company, the Midland Valley Railroad Company and the Oklahoma City-Ada-Atoka Railway Company gives some interesting facts about the Railroad System in Oklahoma of which the Midland Valley was the "Senior Member."

> "The Midland Valley was incorporated June 4, 1903. The first construction from Hartford and Greenwood, Arkansas to Bokoshe, Indian Territory was completed in February, 1904. The construction of the line was to develop the large coal deposits in western Arkansas and eastern Indian Territory. The construction of the Midland Valley line was completed to Muskogee, Indian Territory in August of 1904, and continued on toward the area which is now Osage County, Oklahoma, thence on to a connection with the Missouri Pacific Railroad at Silverdale, Kansas. This was conpleted in June, 1906, and after frantic appeals from the Citizens of Wichita, the line was completed to Wichita in October 1911.
>
> "During February 1906, a contract was completed between the Midland Valley and the Officers and Directors of the Muskogee Commercial Club providing certain inducements to locate the shops and General Offices in Muskogee.
>
> "By January, 1912, the Midland Valley had become the largest owner of railroad equipment, per mile of road operated, than any other railroad. This equipment consisted of: 38 locomotives, 36 passenger cars, 1760 coal cars, 504 box cars, 75 flat cars and 100 tank cars.
>
> "The Midland Valley was once a very large passenger carrying line, with eight daily trains between Muskogee and Tulsa, and four daily trains at other stations. Pullman and Parlor Cars were operated, the maximum being reached in 1920. Thereafter, with the advent of good roads, private automobiles and buses, business began to drop rapidly. By 1932, all passenger trains had been removed.
>
> "With the fast changing economic conditions, it became apparent that different methods of operation would have to be made, and in 1949, a dieselization program was started. This was completed in 1952 and immediately a program of dismantling and scrapping of all steam locomotives, roundhouses, water stations, coal chutes, cinder pits, and tracks used in connection with these facilities, as well as those used for storing coal, was begun; and by October, 1953, this had all been completed. Today, their operation is 100 per cent by diesel locomotives.
>
> "In 1949 the dieselization program was started by purchasing six EMD F-7 Diesel Locomotive Units to be used in a "pool" with the Missouri Pacific and Texas and Pacific Railways for operating jointly through trains between Kansas City, Missouri and Fort Worth, Texas to move shipments "SOONER" to and through the Southwest.
>
> "The Midland Valley merged with the Texas Pacific Railway Company April 1, 1967."

As time passed and conditions changed there was a gradual decline in business, not only with this company but with railroad companies all over the nation. The age of super highways was making its debut into the nation's way of life. Automobiles were becoming more luxurious, bus travel was taking over in the travel area because a bus could travel a more direct route, thus, cutting down on the travel time for the traveler. Truck lines and motor express companies were taking over the job of long distance hauling service. It was a comparatively slow process, but gradually the era of the railroad was passing from the scene and a colorful part of the nation's past became only a memory to those who had known the joy of train travel and heard the sound of the steam locomotive whistle as it pierced the stillness and sent its echo to a listening countryside.

By 1974 announcement had been made by the Texas Pacific Railroad Company that 12.98 miles of track from Barnsdall to Pawhuska would be closed and rail service to Nelagoney and Pawkuska would be discontinued, thus closing the depots in those towns.

The line, which originally ran to Wichita, Kansas, had been abandoned and Pawhuska was the end of the line when the announcement was made. Protests to the Interstate Commerce Commission, Washington, D.C., were filed by the towns of Pawhuska and

Nelagoney. The Barnsdall Chamber of Commerce went on record as opposing the abandoning of the Texas Pacific Railway between Barnsdall and Pawhuska. Fears were expressed that the action would be just a step toward the abandoning of services to Barnsdall.

The combined efforts of the three towns was not successful and the line was abandoned, leaving Barnsdall on the end of the line north of Tulsa, Oklahoma, where something like a thousand cars of wax and wax products were being shipped out annually from the Bareco Petrolite Corporation's wax plant.

Brick Depot of Midland Valley Railroad

FLAG RAISING

Old Glory was raised for the first time in Bigheart on Memorial Day, May 30, 1907. The citizens had just settled into their homes and businesses; the day to day living had settled into a routine pattern and individuals had time to reflect on their blessings and opportunities. Here they were in a new town with an uncharted future before them; they were responsible for that community, and for the life style which would be formed among its citizens. It was the duty of those with ability to channel, as much as was possible, the future betterment of the rapidly growing town in the realms of the spiritual, the educational, and the civic on the local, state and national level.

The lot sale had been completed and the people had been granted possession of their property in September 1906. The first winter had been long and hard and as spring days came and people were able to move about more freely they began to think about Memorial Day. Minds began to turn to other "Decoration Days" back home where loved ones were buried and it was Horatio Little, Sr., who first proposed the raising of a Liberty Pole. The sycamore pole was 58 feet high and cut from a tree growing on the banks of Bird Creek, on land occupied by W.R. Buckles, south of town. The tree was selected and cut by R.J. Hogg and was hauled to town by W.L. Sturm with the assistance of Perry Withem and Dick Marlow. Mr. C.D. Pinney, the town blacksmith, made the irons for the pole and R.J. Hogg dug the hole.

Present for the raising of the pole on May 18, 1907, were J.D. Faux, a Civil War veteran; Horatio Little Sr., veteran of the Spanish American War; W.H. Orme; Harry Butler; E.B. Anawalt; Frank Graves; Perry Withem; Walter Kerns; Herman Hogg and F.R. Caton. The pole was set deep into the soil and rose 50 feet above the ground.

The flag was raised on Memorial Day, May 30, 1907, by Horatio Little, Sr., who was one of the first settlers of the town of Bigheart. The flag measured 9 x 14 feet and was furnished by Post No. 81 G.A.R. Kansas and the Sons of Veterans of Parsons, Kansas.

Mrs. Orpha Havens, a seamstress and milliner of Bigheart, had the honor of sewing the Oklahoma Star on the flag when Oklahoma became a state.

The story of the first flag raising was first published in the *Bigheart Star* and was reprinted in the *Barnsdall Times* in 1923. The original news clipping was furnished by Jim Downing.

Included in the same 1923 issue of the *Barnsdall Times* was the following article:

> "Last week's issue of the *Osage County News* contained a map showing the proposed new Frisco loop from Enid to Chelsea via Pawhuska and Barnsdall. The building of this road will mean much to us here in Barnsdall on account of the likelihood of a division point being made here."

It is not known why the proposed loop through Barnsdall was not built, but there were those who thought perhaps it was because the necessary land was not obtainable for the required expansion of the town.

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RAILROAD ABANDONMENT IN OKLAHOMA

CHAPTER I

RAILROAD DEVELOPMENT IN OKLAHOMA

On July 20, 1870, the Missouri-Kansas-Texas Railroad extended its tracks across the Kansas border into Indian Territory a few miles south of the little town of Chetopa. This laying of rails into the Cherokee Nation was the beginning of railroad development in the area that was later to become the state of Oklahoma. During the first decade the building of railroads was slow, but from 1890 until the mid 1930's each decade saw a substantial gain in the trackage laid (Table 1). About 1935, Oklahoma attained its greatest railway mileage, approximately 6,700 miles; since then there has been a gradual, but steady decrease in mileage as lines have been abandoned.

Railroads have been constructed in the area that is now Oklahoma by some 31 different companies. Most of the shorter lines, which were built by local capital, as well as several of the longer ones have been absorbed by the larger and better financed railroads of the nation. In total amount of mileage the major lines operating in the state in 1958 are the Missouri-Kansas-Texas system, the St. Louis-San Francisco railway, the Atchison, Topeka, and Santa Fe lines, and the Chicago, Rock Island, and Pacific railroad. The Missouri Pacific Railroad and the

CARDER, CHARLES

TABLE 1[a]

GROWTH OF RAILWAY MILEAGE IN OKLAHOMA, 1880-1958

Year	Mileage
1880	289
1890	1,214
1900	2,152
1910	5,980
1920	6,572
1930	6,678
1940	6,303
1955	5,957
1958	5,899

[a]Source: Association of American Railroads, A Chronology of American Railroads (Washington D. C.: Association of American Railroads).

Kansas City Southern Railway are both important nationally, but are classed as railroads of minor importance since each has only a small amount of trackage within the state. Among the more localized lines are the Kansas, Oklahoma, and Gulf, the Midland Valley, and the Oklahoma City-Ada-Atoka system (Table 2).

Major Railway Systems

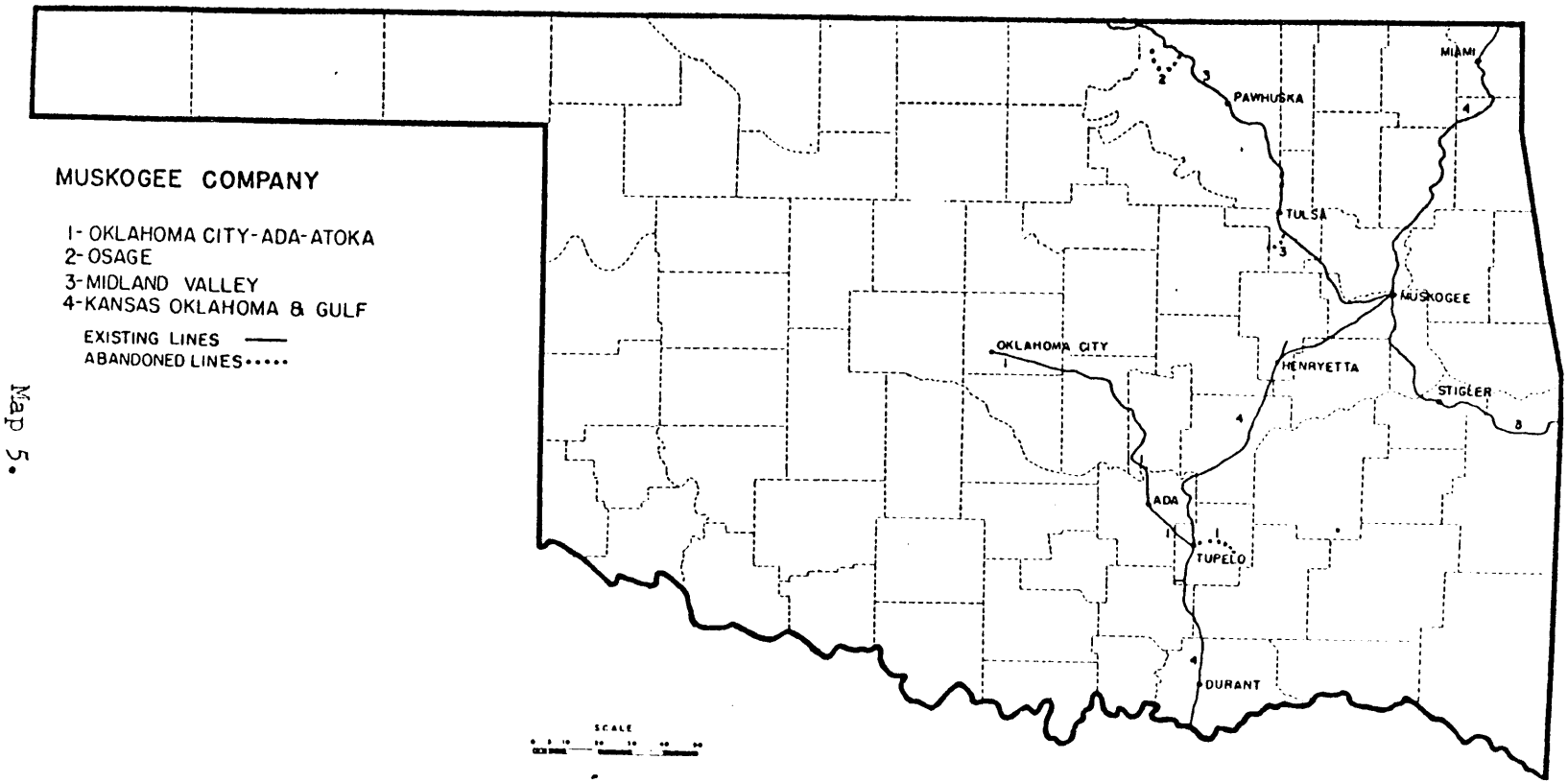
The Missouri-Kansas-Texas Railroad, commonly called the Katy, was not only the first railroad to enter the state, but also the first to cross it from north to south.[1] The completion of the Katy through eastern Oklahoma brought to reality a connecting link between the industrial market of the northwestern part of the United States and the

[1]V. V. Masterson, The Katy Railroad and the Last Frontier (Norman: University of Oklahoma Press, 1952), pp. 46-175.

TABLE 2

RAILWAY MILEAGE, 1958

System	Number of Miles
Missouri-Kansas-Texas	964.40
St. Louis-San Francisco	1,408.60
Santa Fe	
Atchison, Topeka, and Santa Fe	1,233.13
Gulf, Colorado, and Santa Fe	133.83
Panhandle and Santa Fe	91.26
Chicago, Rock Island, and Pacific	1,062.13
Muskogee Company	
Kansas, Oklahoma, and Gulf	310.28
Midland Valley	239.62
Oklahoma City-Ada-Atoka	115.87
Missouri Pacific	161.91
Kansas City Southern System	
Arkansas Western	9.65
Ft. Smith and Van Buren	20.92
Kansas City Southern	127.64
Okmulgee Northern	9.90
Texas, Oklahoma, and Eastern	39.80
Electric Railways	
Northeast Oklahoma Railway	19.15
Sand Springs Railway	13.74
Tulsa-Sapulpa Union Railway	12.00



Map 5.

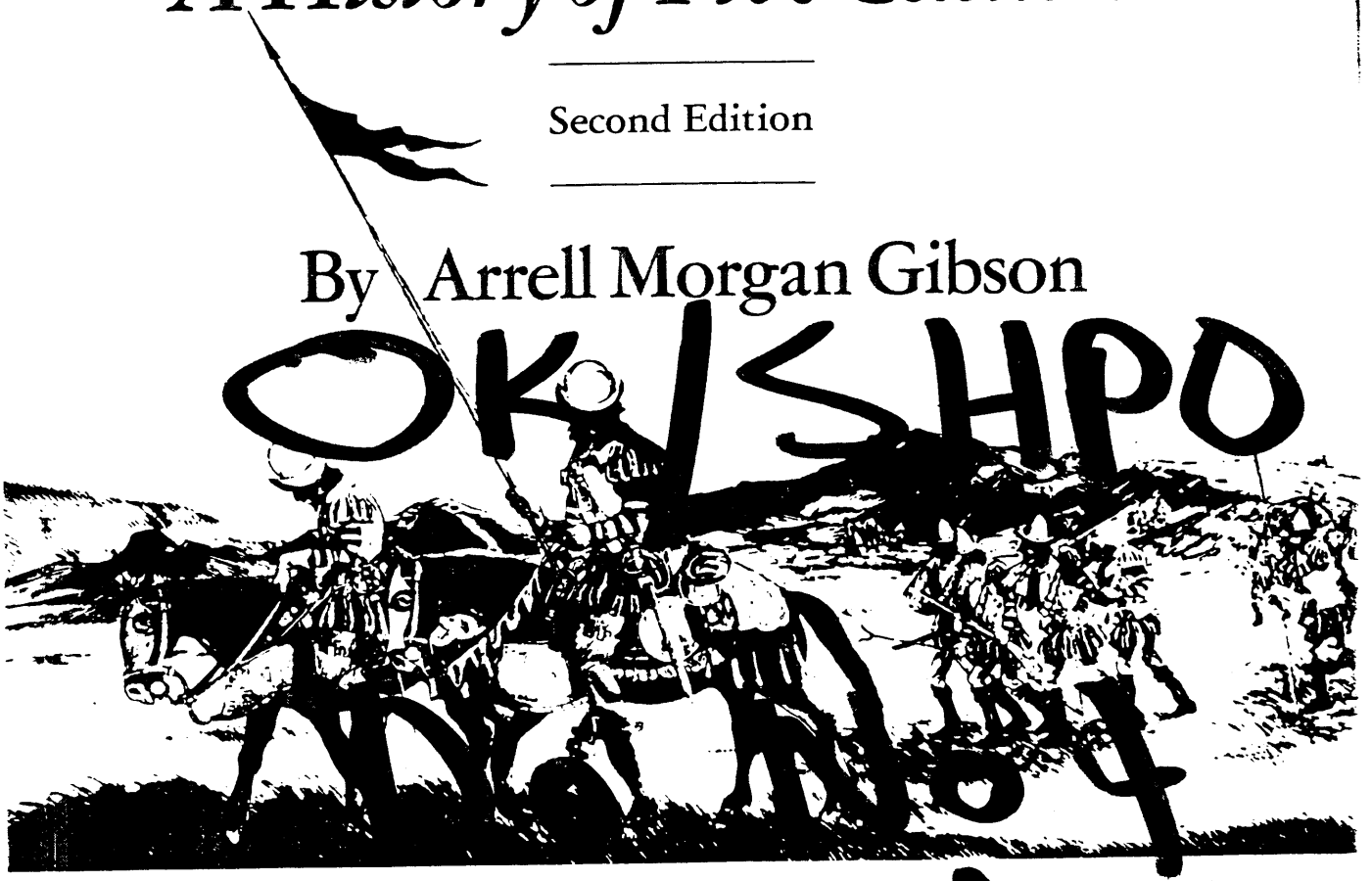
Gardner, Charles Railroad Abandonment – Okla. 1958

OKLAHOMA

A History of Five Centuries

Second Edition

By Arrell Morgan Gibson



By **Arrell Morgan Gibson**

The Kickapoos: Lords of the Middle Border (Norman, 1963)
The Life and Death of Colonel Albert Jennings Fountain (Norman, 1965)
Fort Smith: Little Gibraltar on the Arkansas (with Edwin C. Bearss) (Norman, 1969)
The Chickasaws (Norman, 1971)
The Canadian: Highway of History (New York, 1971)
Wilderness Bonanza: The Tri-State District of Missouri, Kansas, and Oklahoma (Norman, 1972)
(editor) *Frontier Historian: The Life and Work of Edward Everett Dale* (Norman, 1975)
The West in the Life of the Nation (Lexington, Mass., 1976)
America's Exiles: Indian Colonization in Oklahoma (Oklahoma City, 1976)
The Oklahoma Story (Norman, 1978)
Will Rogers: A Centennial Tribute (Oklahoma City, 1979)
The American Indian: Prehistory to the Present (Lexington, Mass., 1980)
Oklahoma: A History of Five Centuries (Norman, 1981)

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Chapter 13

Postwar Economic Development

As noted in Chapter 11, the postbellum period was a time of rapid economic development for the future Sooner State. Of greatest importance was the extensive railroad construction that occurred between 1865 and 1890, an activity that continued well beyond 1900. Oklahoma's railway network nourished many enterprises, including mining, lumbering, ranching, and expanded farming. The coming of the railroads also gave new opportunity to the tenacious, aggressive Boomers. The continued expansion of the railways resulted in the opening of America's last frontier to the homesteaders.

Earlier chapters have reported that Oklahoma's five Indian republics had a fairly well developed system of transportation before the Civil War. Primary reliance for moving goods to Gulf markets was placed on local waterways —the Arkansas River and its tributaries, and the Red River. Steamers, flatboats, and barges carried out cargoes of lead, grain, cotton, animal products (especially furs and buffalo hides), salt, and some lumber. The towns were connected by public and military roads, a postal system, stagecoaches, and ox-drawn freight wagons.

River traffic resumed as the Indian nations recovered from the Civil War. Before 1870 a steamboat line of twenty vessels, each of three hundred tons capacity, plied between Gibson Landing at the mouth of the Grand River and Fort Smith, Little Rock, New Orleans, Memphis, Saint Louis, and Cincinnati. Other steamer lines served the Red River landings in the Choctaw and Chickasaw nations. The *Tablequah, Argos*, and *Fort Smith* were the best-known river steamers on the Arkansas line. Government freight unloaded at Fort Gibson for military posts and Indian agencies in western Oklahoma amounted to $5 million worth of goods annually.

Before the vast mineral, timber, coal resources, and the almost limitless potential of the soils of Indian Territory could be fully developed, an effective, dependable year-round system of transportation had to be established. The river steamboat service had limitations. Water levels fluctuated, depending on the season, so that the Red and the Arkansas were open for steamer traffic for only part of each year. Railroads, on the other hand, could provide dependable, year-round service on routes that were more flexible.

By 1861 several railroad lines had been extended from the eastern seaboard to the Mississippi River. During the war, Congress chartered a number of transcontinental railways, and with the close of hostilities construction resumed in a rush. The railway companies were powerful enterprises with strong friends in the federal government. Through the railroad lobby's influence, clauses were written into the Reconstruction treaties providing for rights-of-way across the Indian Territory.

The Indian governments feared the entry of railroads into their domains, not only because of the disturbing influences it was assumed that railway construction would bring to Indian Territory but also because of the threat of losing more land from their nations by lavish land grants to the railway companies. It was customary for the states and federal government to make grants of land to railroads as construction subsidies. However, the Indian nations reluctantly granted to railroads planning to build across Indian Territory rights-of-

Freight line serving Indian Territory settlements before the coming of the railroads.

way only two hundred feet wide. The railroads expected more. One line, the Missouri, Kansas, and Texas (MKT or Katy) publicly declared that it was entitled to 3 million acres as a subsidy for building its north–south line across Indian Territory. The fear of having to give up large blocks of tribal land to the railroads caused Indian leaders to do everything in their power to keep the railroads from entering their territories. Failing in this effort, they harassed the railroad companies with claims for damages to land, livestock, orchards, and timber.

During July, 1866, Congress passed an act authorizing the Union Pacific to extend its southern branch, the Missouri-Kansas-Texas, from Kansas through Indian Territory to Fort Smith. Several competing lines were racing for the Indian Territory border. The act provided additionally that if the MKT arrived ahead of its competitors, it would have the privilege of establishing a line all the way to Preston, Texas.

The MKT completed its survey for a roadbed across Oklahoma during 1870, following the old Texas Road. The laying of the track began on the Cherokee border in June, 1870, and by February, 1871, MKT trains were running to Muskogee. Early in 1872, MKT workers laid track across the Red River into Texas at Colbert's Ferry. The feverish construction pace had resulted in the line progressing at the rate of one and a half miles of track a day.

A competing line, the Atlantic and Pacific Railway Company (later the Saint Louis and San Francisco, or "Frisco"), built a line from Saint Louis south through Neosho to Seneca on the southwestern Missouri border. This line entered the Quapaw Agency jurisdiction in May, 1871, and before the end of the year it had crossed the Cherokee nation to meet the MKT line. At this strategic location, a rail station and town grew, and the Indian-railroad controversy that followed illustrates well the conflict between the Indian tradition of common (tribal) ownership of land and the private land ownership system to which the railroad officials were accustomed.

The Cherokee council had passed an act reserving to the Cherokee Nation an area of one square mile around each railroad station in the nation. This law provided that each railroad station reserve was to be surveyed and the town lots sold only to Cherokee citizens. Before the official Cherokee survey of the land surrounding the station at the MKT-Frisco junction could be made, Elias C. Boudinot entered the picture. Boudinot was a prominent Cherokee mixed blood, the son of the famous Elias Boudinot (Buck Watie), and a controversial figure among Indians because of his espousal of the white man's cause, especially of railroad construction. He was one of the Southwest's most successful railroad attorneys and spent most of his time in Washington. Boudinot prevented the official Cherokee sur-

vey at the Frisco-MKT junction by exercising his right as a Cherokee citizen to establish a claim to 1,000 acres surrounding the junction.

Boudinot made his own survey, opened city lots, and named his proposed town Vinita for his friend, the noted sculptress Vinnie Ream. Cherokee officials refused to recognize Boudinot's action, named the town Downingville, and harassed the Cherokee railroad attorney in every possible way. They even destroyed his Vinita Hotel. Although Boudinot finally lost in his attempt to control the railroad junction, he did ultimately win on one score—that of having the name of the town changed back to Vinita, as it is known today.

In 1882 the north branch of the Frisco crossed into the Creek Nation to Red Fork and Tulseytown, now Tulsa. Construction to the west was resumed in 1898 when the Frisco, under a subsidiary line called the Saint Louis and Oklahoma City Railway Company, built a line to Oklahoma City. The other fork of the Frisco had been extended to Fort Smith, then southwest across the Choctaw Nation to Paris, Texas. This branch was completed in 1887.

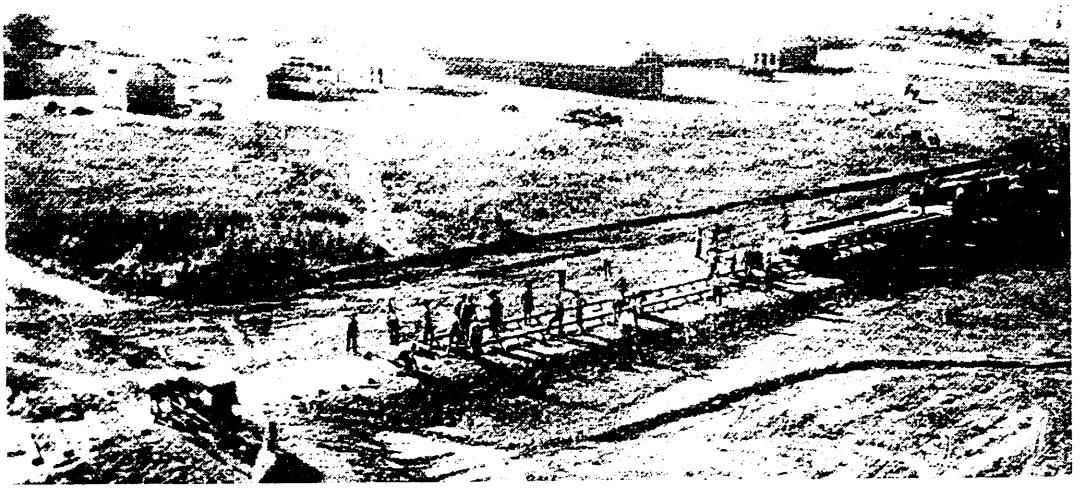
After the MKT and Frisco became well-established in the Indian nations, several additional lines were constructed to tap the rich coal and timber resources of the eastern parts of the Choctaw, Cherokee, and Creek nations. The year 1886 was a busy one for railroad building in the future Sooner State. Congress authorized the Kansas and Arkansas Valley Railway to lay tracks from Fort Smith up the Arkansas valley into Kansas. This company, also known as the Iron Mountain Railway, passed Wagoner and arrived in Coffeyville, Kansas, in 1889.

Another railway chartered during 1886 was the Denison and Washita Company, organized at Denison, Texas, to extend across Red River into the coal fields of the Choctaw Nation. Construction began in 1888 and reached the coal camps of Lehigh and Coalgate during the next year. The Denison and Washita Company eventually came under the control of the MKT. The third line authorized to build into Indian Territory during 1886 was the Kansas City, Fort Scott, and Gulf Railway. The following year the Chicago, Kansas, and Nebraska Railway Company received permission to cross Indian Territory, and in 1888 the Fort Smith and El Paso Railway, the Kansas City and Pacific, and the Parsons, Choctaw, and Little Rock lines were organized. Northeastern Oklahoma, as well as Stilwell, Poteau, and Siloam Springs, Arkansas, were served by the Split Log Railroad. The Split Log holdings were later absorbed by the Kansas City Southern, which completed the Gulf Link as the Kansas City, Pittsburg, and Gulf Railway Company, with its tracks running from Kansas City to Port Arthur.

Construction began on the Midland Valley Railway in 1900. This line ran from the Arkansas coal fields north to Arkansas City, Kansas, with its 277 miles of track serving Muskogee, Tulsa, and Pawhuska in the Indian Territory. Also in 1900, the Fort Smith and Western line built from Fort Smith through the Choctaw Nation coal fields into what is now McCurtain County.

One of the most ambitious and colorful railroad enterprises attempted in Indian Territory was the vast network of track laid by the Choctaw Coal and Railway Company. Incorporated in Philadelphia during 1887, with general offices in Minnesota, this line was developed to tap the coal reserves of Indian Territory. The Choctaw line began construction at Wister Junction on the Frisco, and extended west to the MKT line at McAlester. From El Reno, construction extended eastward through Oklahoma City and eventually linked with the eastern branch at McAlester. Financial difficulties caused a foreclosure sale during 1894, and the company was reorganized as the Choctaw, Oklahoma, and Gulf Railway Company. Under new management, the Choctaw line built west from Weatherford to Amarillo, Texas. Another subsidiary, the Choctaw and Northern, laid track from Geary, Oklahoma Territory, to Anthony, Kansas.

Several short lines were constructed for special services; these included the Mineral Belt Railway in northeastern Oklahoma to serve the rich lead and zinc fields in Ottawa County. By 1905, there were 5,231 miles of railroad in Oklahoma. Consolidation of holdings, so common in American business and industry at the turn of the century, occurred especially often in transportation. Four major



Railroad building in northern Oklahoma Territory.

lines eventually controlled most of the rail facilities in Oklahoma—the Santa Fe, the Rock Island, the MKT, and the Frisco.

The Atchison, Topeka, and Santa Fe line, popularly known as the "Santa Fe" and chartered as a transcontinental line, established several branch lines in Indian Territory. Two of its subsidiary companies, the Southern Kansas Railway, and the Gulf, Colorado, and Santa Fe, began construction in Oklahoma during 1884. The northern branch, the Southern Kansas Railway, built south from Arkansas City, its stations including Oklahoma City and Norman; and the southern link, the Gulf, Colorado and Santa Fe, built north from Red River, arriving at Purcell on the Canadian, joining the Southern Kansas line in 1887. The Santa Fe also ran a line from Kiowa, Kansas, southwest across the Cherokee Outlet to Canadian and Amarillo, Texas, during 1887.

The Rock Island line built south from Caldwell, Kansas, to Fort Reno (soon to be El Reno) in 1889–90, and two years later reached Terrel, Texas. Six years before Oklahoma statehood, the Rock Island constructed a line across the Oklahoma Panhandle to compete with the Santa Fe, and the Rock Island Company became the principal Oklahoma carrier in 1902 when it absorbed the sprawling Choctaw line.

The effects of railroad development in Oklahoma were numerous. One of the more dramatic was the introduction of nearly instantaneous communication through the telegraph, for telegraph poles were set and lines run on the railroad right-of-way. The MKT brought the first telegraph system to eastern Oklahoma in 1871. The first telegraph line in western Oklahoma was established in 1876 and connected Wichita, Kansas, with Fort Reno. The first operating telephone lines in the future Sooner State connected Fort Reno and nearby Darlington Agency in 1884.

Railroad development in Oklahoma strongly influenced place names. Of course, Oklahoma's Indian heritage provided the richest source of place names, but railroads were the next most productive source. Many of the towns that grew up along the new rail lines were named for railroad company officials and their friends, and for hometowns of the railroad builders. For example, on today's Santa Fe railroad between Purcell and Red River, the towns of Ardmore, Berwyn, Marietta, Overbrook, Wayne, and Wynnewood are namesakes of towns west of Philadelphia where the railroad stockholders lived.

Another powerful impact of railroad development in Oklahoma was pressure by the railroads for the eventual opening of Indian Territory to the homesteader. The lines building across the Indian nations had hoped to receive large land subsidies as a reward for the risks of their uncertain transportation ven-

tures. As pointed out earlier, one company, the MKT, declared that it alone was entitled to 3 million acres of Oklahoma land. Sustained resistance by the Indian nations defeated the railroads, and one observer wrote, "The only way to recoup their investment and hope for future profitable operations was to populate the country . . . build towns, stimulate agriculture and business enterprises. To this end the railroads maintained a powerful lobby in Washington to promote legislation for the opening up of the Indian Territory to settlement."

Yet another effect of railroad development in Oklahoma was to make possible the delivery to the markets of the world the vast bounty of nature available in the Indian nations. Time, money, and sustained lobbying were required to overcome the opposition of the Indian nations to opening the territory to homesteaders, so the railroads occupied themselves with developing coal, lead, and zinc mines and mills and handling shipments of grain, cotton, and cattle. In many enterprises, notably coal mining and lumbering, the railroads were not only the carriers but the operating companies as well.

In Oklahoma's economic history, four minerals have played a leading role, not only bringing prosperity to the Sooner State but also giving it renown as a world leader. In order of development, these have been coal, lead, zinc, and oil. Before the Civil War vast coal deposits were known to exist in the Cherokee, Creek, and Choctaw nations. Limited demand and lack of adequate transportation facilities resulted in only local use of the coal veins, principally to fuel blacksmith forges.

At about the same time that Oklahoma's first railroad, the MKT was thrusting southward across the Indian nations, in 1871–72, the first commercial coal mines were opened. J. J. McAlester, a Confederate veteran and trader in charge of a store at the Cross Roads, a town on the Texas Road later to be named McAlester, is credited with organizing the first coal mining company. When McAlester married a Chickasaw girl, he gained the benefits of Choctaw-Chickasaw agreements concerning tribal citizenship and mineral rights. The Choctaw and Chickasaw governments had worked out an arrangement by which a citizen of either nation had equal privileges in both nations. A tribal citizen of either nation who discovered a mineral deposit or other valuable product had the right to establish exclusive claim to that particular locality. He could work the claim himself or lease it to others for development. Any royalty collected was shared, one-half for the claimholder, and one-half for the Choctaw-Chickasaw governments.

In his memoirs McAlester revealed that during the war he obtained a set of field notes from an eminent Arkansas geologist who had traveled over eastern Indian Territory before 1861 and made copious notes on local rocks and minerals. The geological papers included a description of coal seams near the Cross Roads. At about the time that the MKT reached his trading post, McAlester, as an intermarried tribal citizen, established his claim to the deposit described as a "four foot vein of fine bituminous coal." He organized the Oklahoma Mining Company, and when the workings showed certainty of success, a group of financiers joined McAlester to form the Osage Coal and Mining Company.

The first Oklahoma mines were opened by stripping, that is, the earth overburden was removed to expose the shallow coal beds. Later, both strip pit mining and shaft mining were used. In the early days of coal mining in Indian Territory, this fuel customarily sold for ten cents a bushel. The royalty the operators paid was one cent a bushel until, with expanding use, the measure unit became the ton, at which time the royalty was increased to ten cents per ton. Between 1882 and 1897, two companies alone paid out over $2 million in royalties. The Choctaws and the Chickasaws received about $250,000 each year.

The rapid development and expansion of the coal-mining industry in Indian Territory led to the opening of mines in the Cherokee and Creek nations. Near Muskogee during 1887, more than a thousand bushels of coal were mined, but the full development of coal reserves in the Cherokee and Creek nations came after statehood. The only extensive mining activity before 1907 was in the Choctaw nation. In 1894 ten companies controlled all of the Choctaw mines; at the turn of the century thirty-nine companies produced 1.5 million tons of coal. During 1907, fifty companies

Livery stable, El Reno, Oklahoma Territory, showing contemporary conveyances.

mined 3 million tons, rated as the "best steam coal" west of Pennsylvania. The railroads held interests in many mines and controlled vast coal-land leases negotiated with the Choctaw government. Through these arrangements, the railway companies prospered as producers as well as carriers.

The rapid development and expansion of the coal-mining industry in the Choctaw Nation had important social effects. The Choctaws were not interested in going into the pits to mine coal, so the railroads imported skilled miners from Pennsylvania to open the mines. Since new, rich coal deposits were found with startling regularity, a vast labor supply was required. During 1873 railway companies sent agents to Europe to recruit foreign miners. Soon these railroad representatives had a steady stream of immigrants traveling to the Choctaw Nation. They came from Great Britian (Irish, Scots, English, and Welsh miners), from Italy, and from Poland. Labor recruiters even persuaded Lithuanian, Slovene, Magyar, Russian, Dutch, German, Belgian, and French families to seek their fortunes in Indian Territory, with the result that by the mid-1800s the foreign-born miners outnumbered native-born miners in the Choctaw nation two to one. The coal-mining labor force grew to 3,300 in 1894, to 4,000 in 1901, and by 1907 there were 8,000 workers. Most of the miners brought their families and came as permanent settlers, thus sharply increasing the number of foreign immigrants. They brought their languages, customs, foods, and religions, and added a new dimension and color to the kaleidoscopic culture of Indian Territory. Today this color survives throughout the state. One of the few Russian Orthodox churches in the Trans-Mississippi West is situated at Hartshorne, Oklahoma. Ethnic groups maintain their identity through such organizations as Sons of Italy and by holding annual festivals celebrating their heritage.

The immigrants gathered in settlements near the mine workings where company towns were established. The company town is a common feature of coal-mining communities all over America. Some of the better-known Oklahoma company towns were Krebs, Hartshorne, Alderson, Wilburton, Lehigh, Coalgate, Midway, Savannah, Cavanal, Dow, and Haileyville. The pattern that formed for developing and controlling a company town in the Choctaw Nation is illustrated by the following statement:

> The coal-mining community . . . was an appendage to the coal mine. It came into existence because the mines were far away from the developed centers of population. All structures were owned by the company and were built on leased land. These semi-feudalistic characteristics of the early mining camp were reflected in the relations between the miners and the operators. Min-

Tobacco dealers wailed that their markets in Missouri, Arkansas, and Texas had been wiped out by the untaxed, and thus cheaper, tobacco produced at Boudiville. Powerful business interests were involved, and Congress passed revenue laws annulling this Cherokee privilege. A posse of federal deputy marshals, responding to a complaint from the commissioner of internal revenue in Washington, seized the Boudinot-Watie tobacco works. The Cherokee owners were arrested on a charge of violating the federal revenue laws and their plant confiscated and dismantled.

The Indian defendants were convicted in the lower federal courts, but they gained a hearing in the United States Supreme Court on a writ of error. The Cherokee attorneys claimed an invasion of rights under the historic principle that the United States Constitution and treaties comprised the supreme law of the land, superior to laws made by Congress. The High Court handed down its decision in 1870 in the famous "Cherokee Tobacco Case." The Supreme Court Justices in effect drew a distinction between treaties made with foreign nations and treaties made with Indian tribes, declaring that the 1868 revenue laws did supersede the Cherokee Treaty of 1866, thus upholding the lower courts' ruling.

One writer observed:

> The proposition that an act of Congress could be intended to, and did in fact, supersede and qualify any provision of a treaty made with an Indian tribe, was a startling innovation that alarmed the Indians. It emboldened the whites to predict, and the Indians to fear, that the new principle would be used to break down the protection they had found in the terms of their treaties against white aggression.

This is exactly what happened. A scant three months after the "Cherokee Tobacco Case" decision, Congress passed the famous act that provided that no additional treaties would be made with the Indian tribes. Thereafter, all tribes were subject to the laws of Congress and the executive orders of the president.

Notes on Sources, Chapter 13

Oklahoma was the scene of intensive economic exploitation during the period between 1870 and 1900. Information on the Indian Territory mining, transportation, lumbering, hunting, and ranching enterprises is found in V. V. Masterson, *The Katy Railroad and the Last Frontier* (Norman, 1952); James L. Allhands, "Construction of the Frisco Railroad Line in Oklahoma," *Chronicles of Oklahoma* 3 (September, 1925): 229–39; J. F. Holden, "The Story of an Adventure in Railroad Building," *Chronicles of Oklahoma* 11 (March, 1933): 637–66; Walter A. Johnson, "Brief History of the Missouri, Kansas-Texas Railroad Lines," *Chronicles of Oklahoma* 24 (September, 1946): 340–58; Fred Floyd, "The Struggle for Railroads in the Oklahoma Panhandle," *Chronicles of Oklahoma* 54 (Winter, 1976–77): 489–518; Arrell M. Gibson, *Wilderness Bonanza: The Tri-State District of Missouri, Kansas, and Oklahoma* (Norman, 1972); Paul Nesbitt, "J. J. McAlester," *Chronicles of Oklahoma* 11 (June, 1933): 758–64; Frederick Lynne Ryan, *The Rehabilitation of Oklahoma Coal Mining Communities* (Norman, 1935); S. B. Bayne, *Derricks of Destiny* (New York, 1924); Wilbur F. Cloud, *Petroleum Production* (Norman, 1937); Angie Debo, *Tulsa: From Creek Town to Oil Capital* (Norman, 1943); Wayne Gard, *The Great Buffalo Hunt* (New York, 1959); James H. Cook, *Fifty Years on the Old Frontier* (New Haven, Conn., 1923); Olive K. Dixon, *The Life of Billy Dixon* (Dallas, 1927); Wayne Gard, *The Chisholm Trail* (Norman, 1954); Evan G. Barnard, *A Rider in the Cherokee Strip* (Boston, 1936); Edward E. Dale, *The Range Cattle Industry: Ranching on the Great Plains from 1865 to 1925* (Norman, 1930; new ed., 1960); Charles Francis Colcord, *Autobiography of Charles Francis Colcord* (Tulsa, 1970); and William W. Savage, Jr., *The Cherokee Strip Live Stock Association* (Columbia, Mo., 1973).

Coal was another product which attracted railroads. Short lines supplemented the numerous spurs of major roads. The Fort Smith, Subiaco and Rock Island, operating between Paris and Scranton, Arkansas, is one which survived. The Texas Short Line served both the coal mine at Alba and the salt works at Grand Saline. Lead and allied products were responsible for a number of smaller railroads in both southeastern Missouri and the great tri-state field. Along the Mississippi the present Missouri-Illinois Railroad Company, successor to the Mississippi River and Bonne Terre, was the product of lead mines, while the Northeast Oklahoma and, later, the Miami Mineral Belt served the tri-state district. Both of the Oklahoma roads survived, one independently, the other as part of the Frisco.[10]

The tremendous bauxite deposits west of Little Rock, Arkansas, led aluminum interests to build the Bauxite and Northern in 1906. The Brimstone Railroad and Canal Company, in southwestern Louisiana, operated from 1905 until 1930 to serve a sulphur mine. The Texas State Railroad originated in 1894 as an auxiliary to the penitentiary at North Rusk and also as part of an unsuccessful effort to develop low-grade iron ore. By 1904 it had reached the International and Great Northern at Palestine.[11]

Many railroads came into existence to save inland towns from extinction or to guard trade territories from near-by rivals. The little Cassville and Exeter in southeastern Missouri, the Paris and Mount Pleasant in northeast Texas, and the Beaver, Meade and Englewood in the Oklahoma Panhandle served such local purposes.

Several railroads, notably in western Oklahoma, Texas, and Kansas, were the product of agricultural development, either actual or potential. Frank Kell built the Clinton and Oklahoma Western with the immediate objective of serving the farmers of the Washita Valley. The railroad crept up the river from Clinton to Strong City, but stopped before it reached Cheyenne. The Cheyenne Short Line, a project of disgruntled townsfolk who feared the loss of their county seat, eventually passed to Kell and merged with the other railroad.[12]

[9] ICC, *Rep.*, CXIV, 467–78; ICC, *Val. Rep.*, XXIX, 186–209; George and Wood, "The . . . Oklahoma," R&LHS *Bull. No. 60*, 13, 36, 57, 70.

[10] ICC, *Rep.*, CVIII, 141–53, 186–99, 758–73; *ibid.*, CXIV, 211–21; *ibid.*, CXIX, 94–111; ICC, *Val. Rep.*, XXV, 142, 151, 259; *ibid.*, XLV, 867–86; *ibid.*, XLIII, 701–10; George and Wood, "The . . . Oklahoma," R&LHS *Bull. No. 60*, 14–15, 44, 55–56, 64.

[11] ICC, *Rep.*, CXXI, 474–94; *ibid.*, CXLI, 445–63; ICC, *Val. Rep.*, XXXIV, 276–91; ICC, *Stat. Rys., 1931*, 248.

[12] ICC, *Rep.*, LXXXIV, 369, 375; *ibid.*, CIII, 631; *ibid.*, CX, 212–19; *ibid.*, CXIV, 266–73; *ibid.*, CXVI, 63–71, 260, 265, 272, 458–74; George and Wood, "The . . . Oklahoma," R&LHS *Bull. No. 60*, 17–19.

Clark, Ira Then Came the Railroads

exploited immediately. Interest next turned to Indian Territory, where the Bartlesville field and fabulous Glenn Pool, opened late in 1905, shifted the interest of the petroleum world to Tulsa. New fields were opened on Creek and Osage tribal lands, in the rolling hills west of Ardmore, and eventually in widely scattered areas throughout most of the new state of Oklahoma. The Caddo field in northwestern Louisiana was developing steadily, if not spectacularly. Kansas, too, benefited from new discoveries near Augusta, El Dorado, and Towanda.[1]

Much crude oil moved through pipelines, yet the petroleum industry leaned heavily on railroads, and many known productive areas had to await their coming. Railroads brought in the heavy equipment used in drilling, refining, and pipeline building; a small station located near an oil field frequently shot high above major cities in the amount of freight it handled. Furthermore, the many industries which grew up around the production of oil depended on rail transportation to serve their needs and to distribute their finished products.

The gravitation of railroads to oil fields indicated the interdependence of the two. The Bartlesville field did not mature until the Santa Fe arrived. John Ringling's road from Ardmore to Healdton and, later, Jake Hamon's Wichita Falls, Ranger and Fort Worth were built for no other purpose than to serve the petroleum industry. Big Lake kept the Orient solvent through the mid-twenties, and the Texas and Pacific enjoyed its most prosperous years with the opening of oil fields along its lines. The Midland Valley drew the bulk of its tonnage from Glenn Pool. In the Spindletop field there were 1,750 company-owned and almost 1,000 privately owned tank cars in service. The demand was so great that Beaumont built a tank-car factory.

Railroads played a vital role in creating a greater demand for fuel oil. J. S. Cullinan, a pioneer refiner, designed an oil burner which the Cotton Belt used on its passenger run between Corsicana and Hillsboro. The Santa Fe began experimenting in 1901 and within four years was using 227 oil-burning locomotives. By midsummer of 1902 the Kansas City Southern used nothing else south of Shreveport, and early in the century the Texas affiliates of the Southern Pacific Lines converted. Most of the remaining southwestern roads soon followed.[2]

[1] Rister, *Oil! Titan of the Southwest*, 22–24, 33–49, 81, 88, 94–97, 100, 119–35, 139–42, 196.

[2] *Ibid.*, 53–68, 78, 91, 278; Reed, *Texas Railroads*, 308, 372, 392; ICC, *Rep.*, CXLI, 412; ICC, *Val. Rep.*, XXIX, 537; H. F. Hoag, "A Brief History of the Kansas City Southern Railway" (MS in KCS general office), 82.

dismantled. Some of the more notable included much of the old Oklahoma Central, the road from Cherokee, Oklahoma, to Anthony, Kansas, the Port Bolivar and Iron Ore Railway, and the new line from Boise City to Farley.[12]

A new combination of earlier roads rose to considerable importance in eastern Oklahoma between the two world wars. This was the Muskogee Company, which was incorporated in 1923 in Delaware as a holding company. It organized the Oklahoma City–Ada–Atoka to take over the line between Atoka and Oklahoma City lost to the Katy. It reorganized the Missouri, Oklahoma and Gulf as the Kansas, Oklahoma and Gulf. The Midland Valley also belonged to this group. The Foraker Company, predecessor of the Muskogee Company, had built the Osage Railway, running from the Midland Valley at Foraker to Lyman, in the Burbank oil field. These roads likewise suffered extensive abandonments.[13]

The Wichita Falls and Southern, also lost to the Katy, was returned to Kemp and Kell, who had extended it from Newcastle to Jimkurn in 1921. The Wichita Falls, Ranger and Fort Worth, promoted by Jake Hamon to serve the Ranger oil field and completed from Dublin to Jimkurn, passed to the Wichita Falls and Southern in 1927. For a time the Wichita Falls and Southern leased another oil-field short-line road, the Eastland, Wichita Falls and Gulf, built by John Ringling from Mangum, on the Katy, to Ringling Junction, on the Wichita Falls and Southern, but this arrangement proved unsatisfactory, and the line was released, operating independently until its abandonment.[14]

A relatively small number of independent short lines came into existence after World War I, and even fewer survived. Several proved unprofitable: a couple of logging roads and an oil-field short-line road in Oklahoma; lines to pegmatite deposits in the Big Bend region, to timber on the Neches, and to gravel deposits in Kaufman County, in Texas; and a railroad in the livestock belt in southwestern Kansas. The Hamlin and Northwestern in West Texas, the Rockdale, Sandow and Southern in Central Texas, and the Reader and the Murfreesboro and Nashville in southwestern Arkansas remained in operation.

[12] ICC, *Rep.*, CXXXVIII, 787–92; *ibid.*, CXLV, 350–54; *ibid.*, CLIV, 171–74, 215–18, 769–78; *ibid.*, CCXVII, 659–68; Marshall, *Santa Fe*, 326, 436–43; Reed, *Texas Railroads*, 297–99, 304; George and Wood, "The . . . Oklahoma," R&LHS *Bull. No. 60*, 34, 37, 39.

[13] ICC, *Val. Rep.*, XLIII, 95–107; ICC, *Stat. Rys., 1924*, 246; *ibid., 1934*, 221; George and Wood, "The . . . Oklahoma," R&LHS *Bull. No. 60*, 48, 55, 60–62.

[14] ICC, *Val. Rep.*, XLIII, 747; *ibid.*, XLIV, 904, 917.

Railroads in Oklahoma

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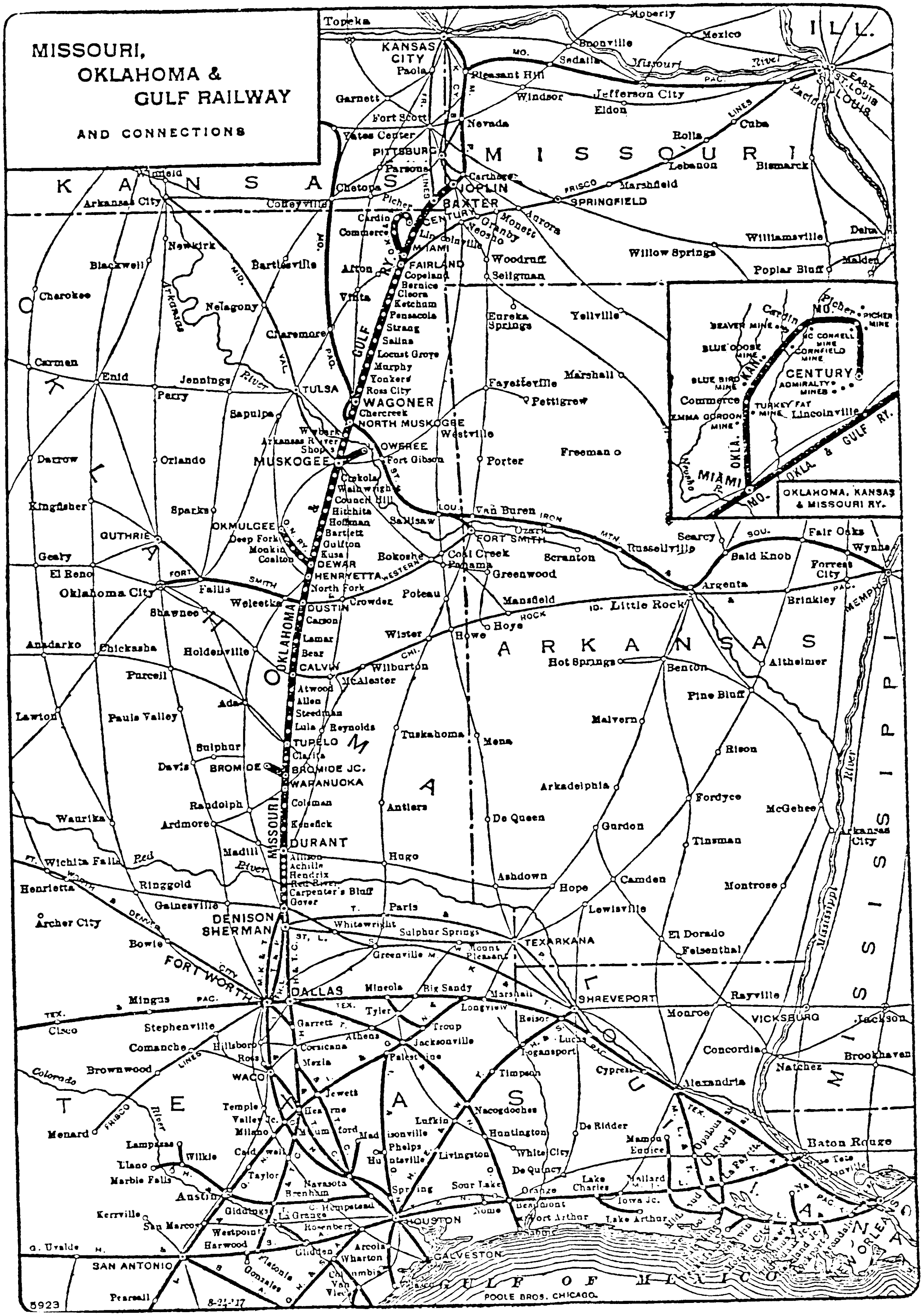
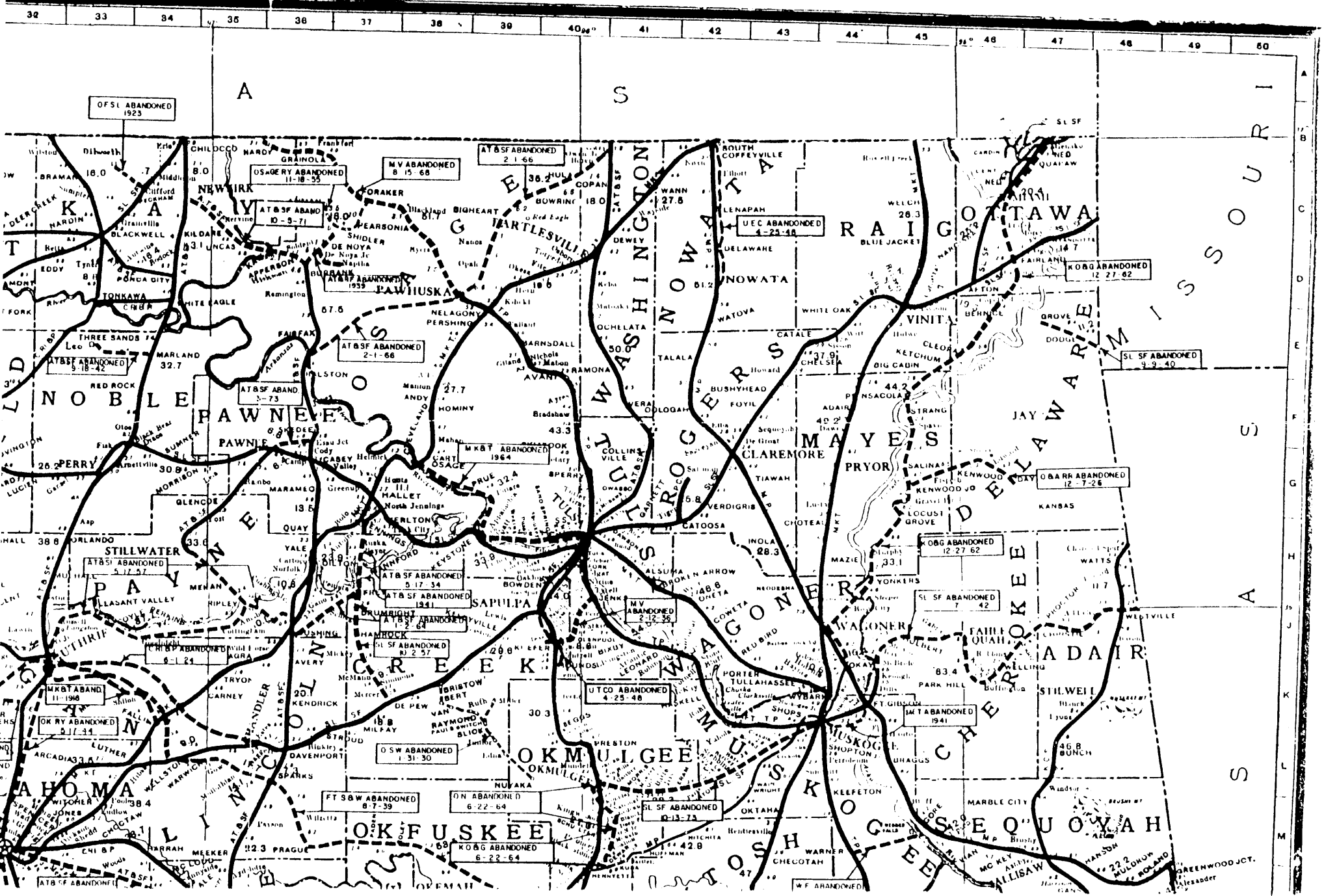
1977


MISSOURI, OKLAHOMA & GULF RAILWAY
AND CONNECTIONS
KANSAS
MISSOURI
OKLAHOMA
ARKANSAS
TEXAS
LOUISIANA
MISSISSIPPI
ILL.
GULF OF MEXICO
KANSAS CITY
ST. LOUIS
JOPLIN
BAXTER
CENTURY
MIAMI
FAIRLAND
WAGONER
NORTH MUSKOGEE
MUSKOGEE
OWENEE
OKMULGEE
DEWAR
HENRYETTA
DUSTIN
CALVIN
TUPELO
BROMIDE
BROMIDE JC.
WAPANUCKA
DURANT
DENISON
SHERMAN
DALLAS
FORT WORTH
FORT SMITH
TULSA
GUTHRIE
SPRINGFIELD
TEXARKANA
SHREVEPORT
VICKSBURG
HOUSTON
GALVESTON
SAN ANTONIO
NEW ORLEANS
Little Rock
OKLAHOMA, KANSAS & MISSOURI RY.
POOLE BROS. CHICAGO.
5923
8-21-17

Preston, G The Railroads of Okla. 1943



Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

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Prepared by

Jo Meacham Associates
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Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	154.1
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage. A concrete culvert, dated 1929, was located near this bridge.

Bridge Length	83'
Bridge Type	Open Deck Pile Trestle
Comments	Bridge number photographed

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 154.1
4. City: TULSA
5. Vicinity: N/A
6. County: TULSA
7. County Code: 143
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 24
12. Township: T 20 N
13. Range: R 12 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation 10/31/2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

25. Architect Builder	UNKNOWN	
26. Year Built	CA. 1905	
27. Original Site	YES	Date Moved
From Where	NA	
28. Accessible	Yes	
29. Architectural Style	NA	
30. Foundation Material	NA	
31. Roof Type	NA	
32. Roof Material	NA	
33. Wall Material Pri	NA	
34. Wall Material Sec	NA	
35. Window Type	NA	
36. Window Material	NA	
37. Door Type	NA	
38. Door Material	NA	
39. Exterior Features	NA	
40. Interior Features	NA	
41. Decorative Details	NA	
42. Condition of Resource	04 POOR	

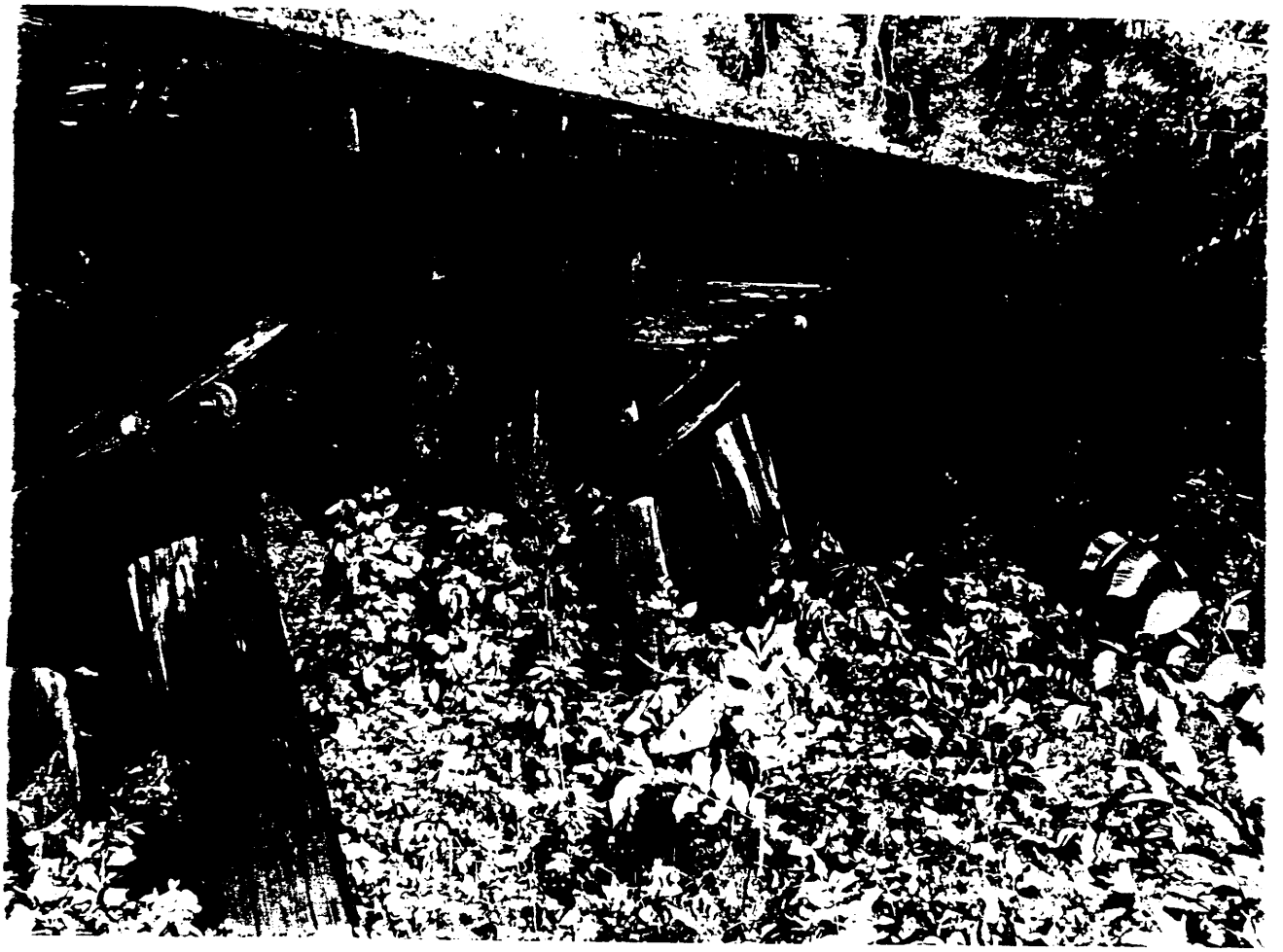
43. Description of Resource

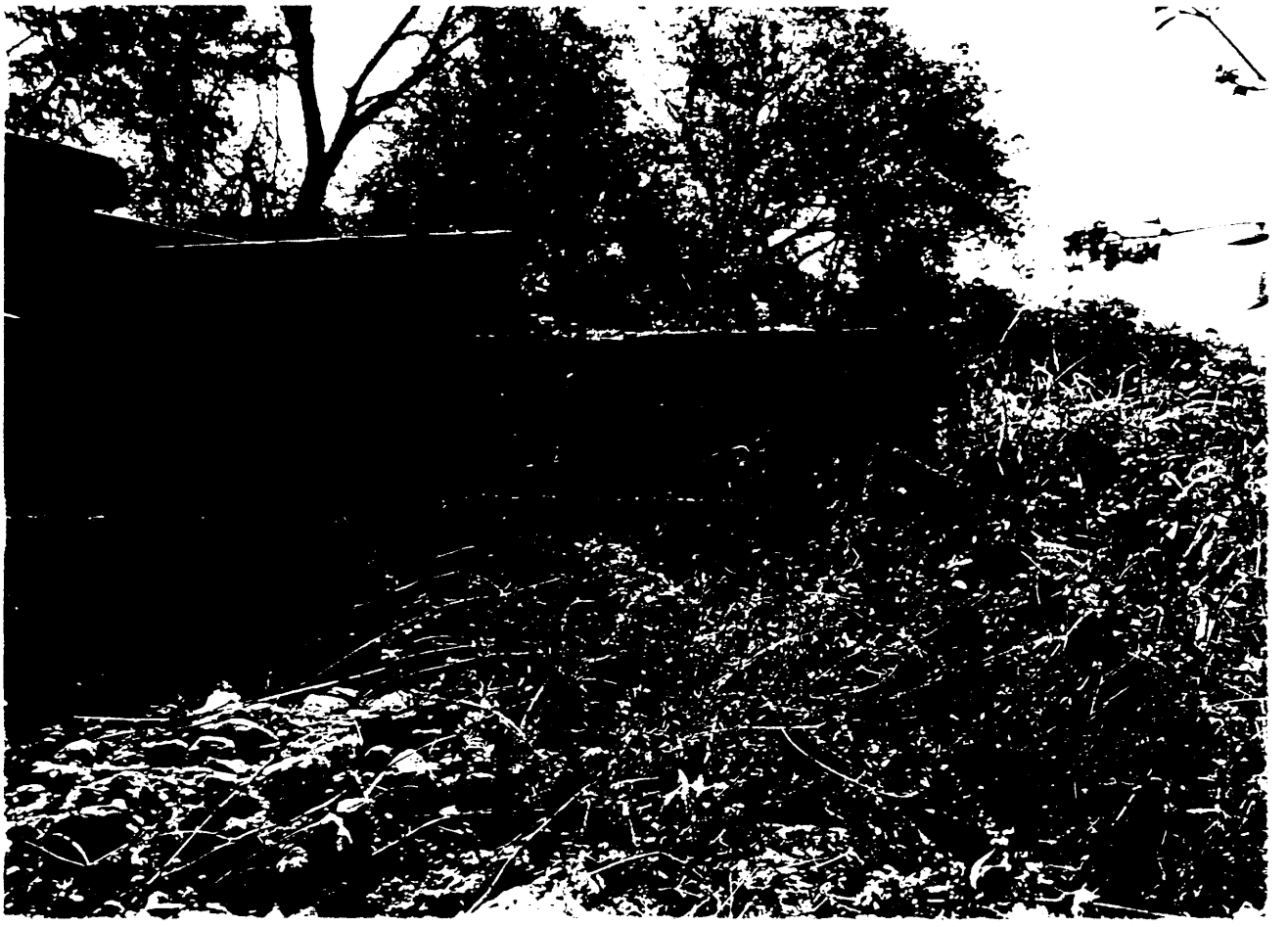
TIMBER PILE TRESTLE RAILROAD BRIDGE WITH AN OPEN DECK. ID ON BRIDGE IS 1541.

44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end





HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 155.6
4. City: TULSA
5. Vicinity: N/A
6. County: TULSA
7. County Code: 143
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 13
12. Township: T 20 N
13. Range: R 12 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
    SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer MEACHAM & ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation 11/30/2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

25. Architect Builder Unknown
26. Year Built CA. 1905
27. Original Site YES Date Moved N/A
    From Where N/A
28. Accessible YES
29. Architectural Style NA
30. Foundation Material NA
31. Roof Type NA
32. Roof Material NA
33. Wall Material Pri NA
34. Wall Material Sec NA
35. Window Type NA
36. Window Material NA
37. Door Type NA
38. Door Material NA
39. Exterior Features NA
40. Interior Features NA
41. Decorative Details NA
42. Condition of Resource 04 POOR
43. Description of Resource

TIMBER PILE TRESTLE UNDER TRUSS RAILROAD BRIDGE WITH AN OPEN DECK.

44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end

Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

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Prepared by

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Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	159.7
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	60'
Bridge Type	Open Deck Pile Thru Plate Girder
Comments	Bridge number photographed

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 159.7
4. City: NA
5. Vicinity: TURLEY
6. County: TULSA
7. County Code: 143
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 25
12. Township: T 21 N
13. Range: R 13 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

25. Architect Builder	Unknown	
26. Year Built	CA. 1905	
27. Original Site	YES	Date Moved N/A
From Where N/A		
28. Accessible	YES	
29. Architectural Style	NA	
30. Foundation Material	NA	
31. Roof Type	NA	
32. Roof Material	NA	
33. Wall Material Pri	NA	
34. Wall Material Sec	NA	
35. Window Type	NA	
36. Window Material	NA	
37. Door Type	NA	
38. Door Material	NA	
39. Exterior Features	NA	
40. Interior Features	NA	
41. Decorative Details	NA	
42. Condition of Resource	04 POOR	

43. Description of Resource

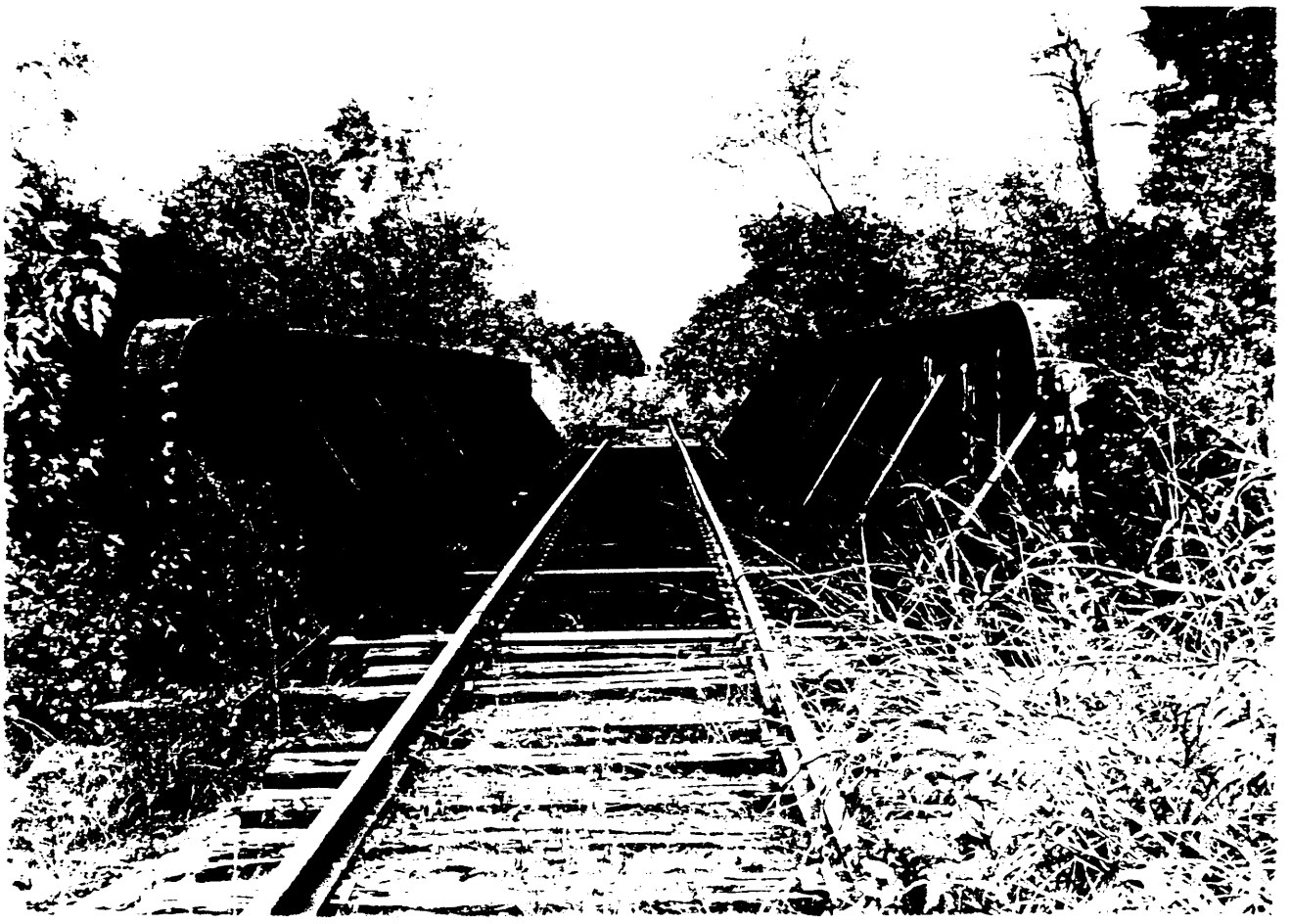
THRU PLATE GIRDER RAILROAD BRIDGE WITH AN OPEN DECK.

44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end

420



Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

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Washington, DC 20005

Prepared by

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Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	160.2
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	65'
Bridge Type	Ballast Deck Pile Trestle
Comments	Bridge number photographed

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 160.2
4. City: NA
5. Vicinity: TURLEY
6. County: TULSA
7. County Code: 143
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 25
12. Township: T 21 N
13. Range: R 12 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
    SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

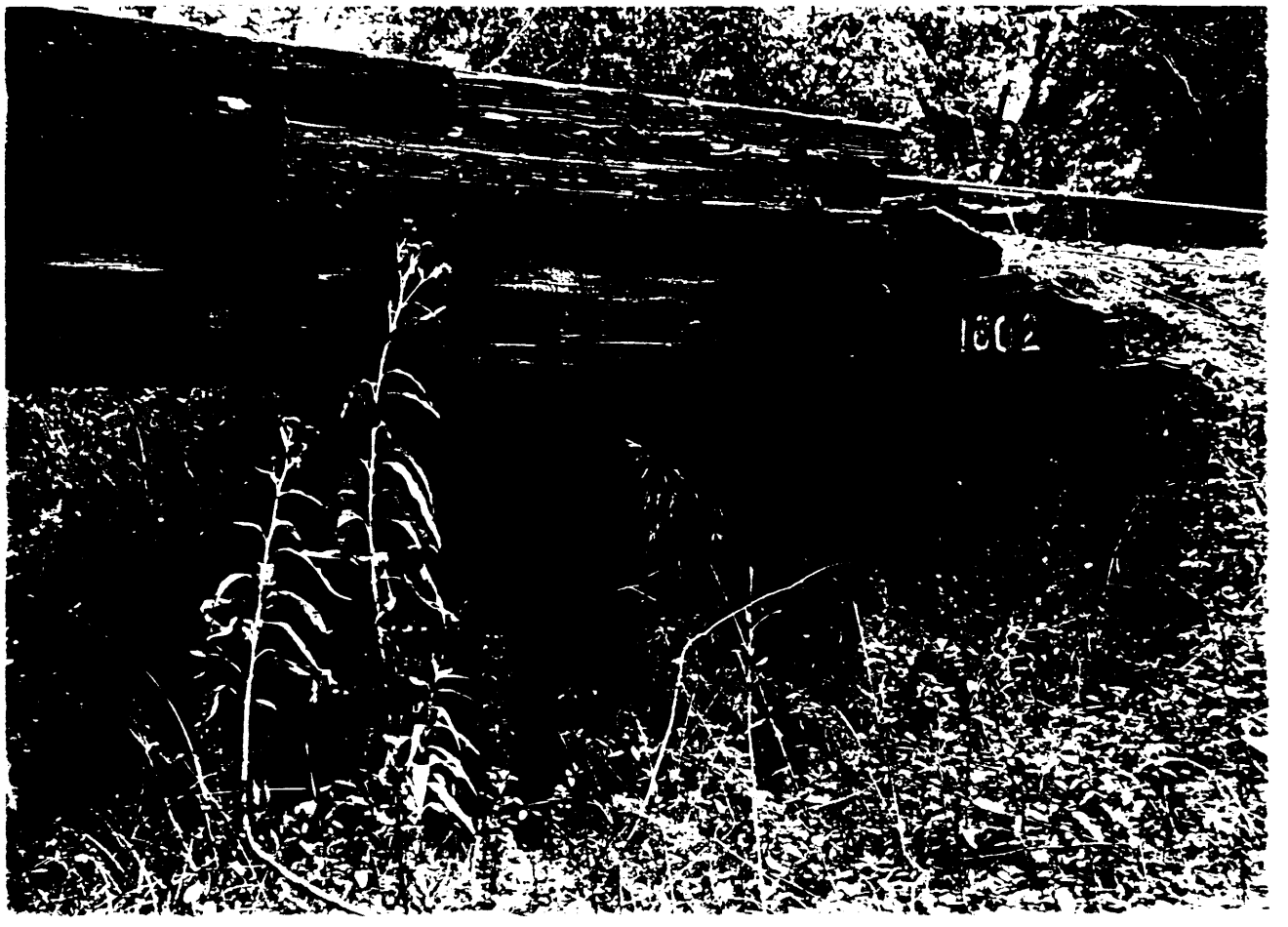
25. Architect Builder Unknown
26. Year Built CA. 1905
27. Original Site YES Date Moved N/A
    From Where N/A
28. Accessible YES
29. Architectural Style NA
30. Foundation Material NA
31. Roof Type NA
32. Roof Material NA
33. Wall Material Pri NA
34. Wall Material Sec NA
35. Window Type NA
36. Window Material NA
37. Door Type NA
38. Door Material NA
39. Exterior Features NA
40. Interior Features NA
41. Decorative Details NA
42. Condition of Resource 04 POOR
43. Description of Resource

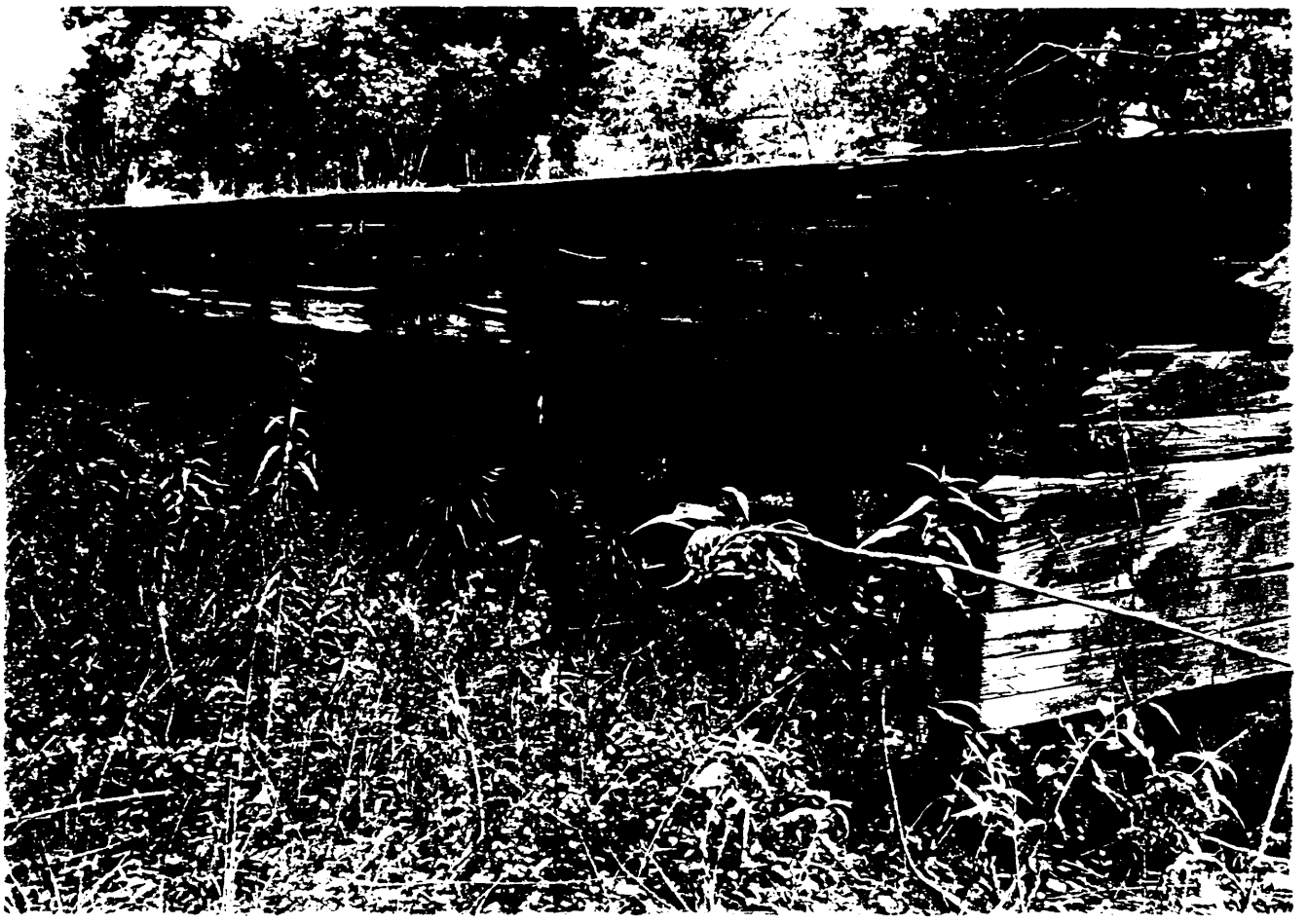
TIMBER PILE TRESTLE RAILROAD BRIDGE WITH AN BALLAST DECK.

44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end





Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

Mr. Karl Morell, Esq.
Ball Janik LLP
1455 "F" Street NW, Suite 225
Washington, DC 20005

Prepared by

Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	160.4
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	50'
Bridge Type	Ballast Deck Pile Trestle
Comments	Bridge number photographed

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 160.4
4. City: NA
5. Vicinity: TURLEY
6. County: TULSA
7. County Code: 143
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 25
12. Township: T 21 N
13. Range: R 12 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

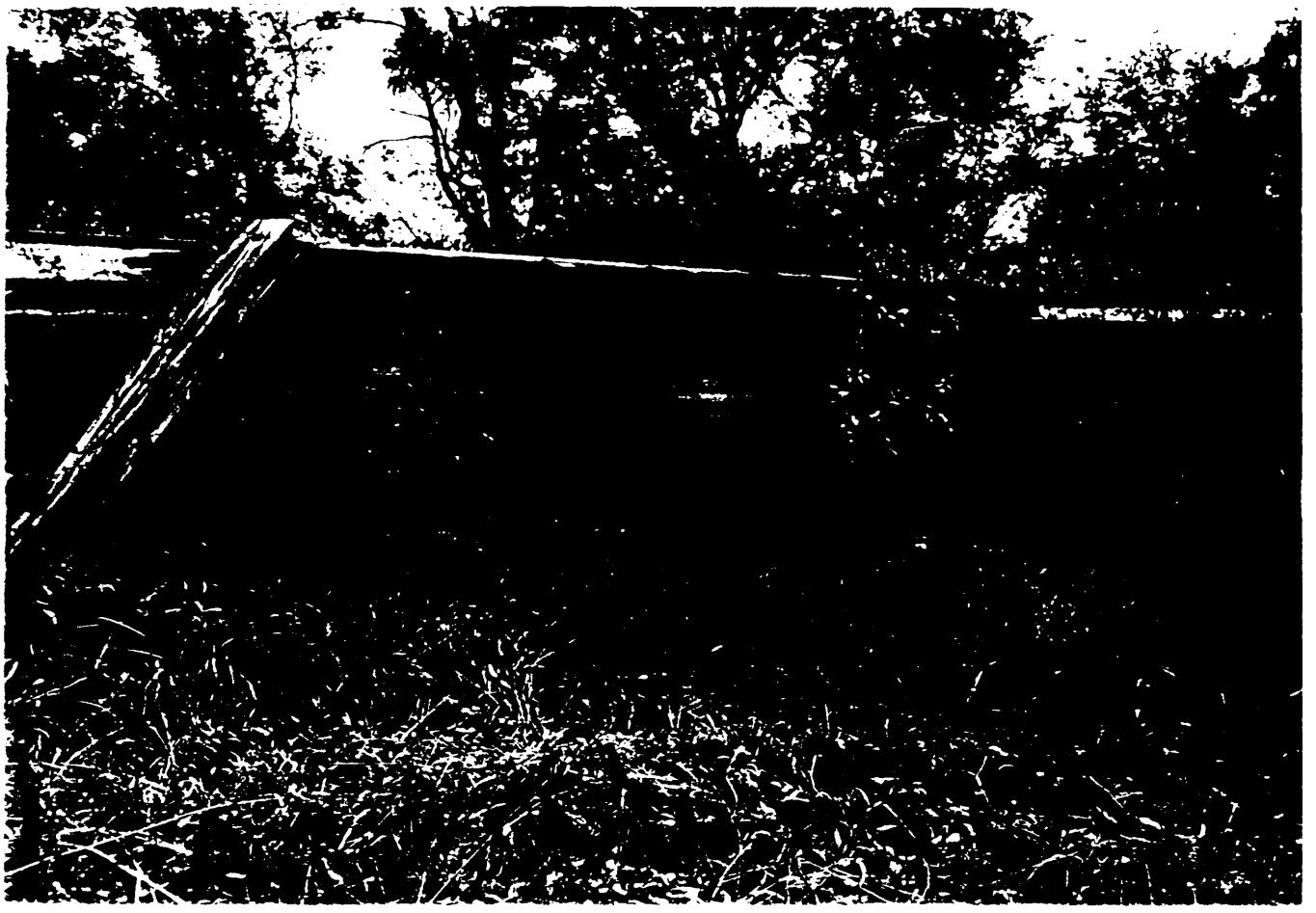
25. Architect Builder Unknown
26. Year Built CA. 1905
27. Original Site YES Date Moved N/A
    From Where N/A
28. Accessible YES
29. Architectural Style NA
30. Foundation Material NA
31. Roof Type NA
32. Roof Material NA
33. Wall Material Pri NA
34. Wall Material Sec NA
35. Window Type NA
36. Window Material NA
37. Door Type NA
38. Door Material NA
39. Exterior Features NA
40. Interior Features NA
41. Decorative Details NA
42. Condition of Resource 04 POOR
43. Description of Resource

TIMBER PILE TRESTLE RAILROAD BRIDGE WITH AN BALLAST DECK.

44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end



Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

Mr. Karl Morell, Esq.
Ball Janik LLP
1455 "F" Street NW, Suite 225
Washington, DC 20005

Prepared by

Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	162.9
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	42'
Bridge Type	Open Deck Pile Trestle

Comments

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 162.9
4. City: NA
5. Vicinity: SPERRY
6. County: TULSA
7. County Code: 143
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 14
12. Township: T 21 N
13. Range: R 12 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

25. Architect Builder Unknown
26. Year Built CA. 1905
27. Original Site YES Date Moved N/A
    From Where N/A
28. Accessible YES
29. Architectural Style NA
30. Foundation Material NA
31. Roof Type NA
32. Roof Material NA
33. Wall Material Pri NA
34. Wall Material Sec NA
35. Window Type NA
36. Window Material NA
37. Door Type NA
38. Door Material NA
39. Exterior Features NA
40. Interior Features NA
41. Decorative Details NA
42. Condition of Resource 04 POOR
43. Description of Resource

TIMBER PILE TRESTLE RAILROAD BRIDGE WITH AN OPEN DECK.

44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end

Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

Mr. Karl Morell, Esq.
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1455 "F" Street NW, Suite 225
Washington, DC 20005

Prepared by

Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	163.4
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	120'
Bridge Type	Open Deck Pile Trestle
Comments	Bridge number photographed

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 163.4
4. City: NA
5. Vicinity: SKIATOOK
6. County: OSAGE
7. County Code: 113
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 3
12. Township: T 21 N
13. Range: R 12 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
    SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

25. Architect Builder	Unknown	
26. Year Built	CA. 1905	
27. Original Site	YES	Date Moved N/A
From Where N/A		
28. Accessible	YES	
29. Architectural Style	NA	
30. Foundation Material	NA	
31. Roof Type	NA	
32. Roof Material	NA	
33. Wall Material Pri	NA	
34. Wall Material Sec	NA	
35. Window Type	NA	
36. Window Material	NA	
37. Door Type	NA	
38. Door Material	NA	
39. Exterior Features	NA	
40. Interior Features	NA	
41. Decorative Details	NA	
42. Condition of Resource	04 POOR	

43. Description of Resource

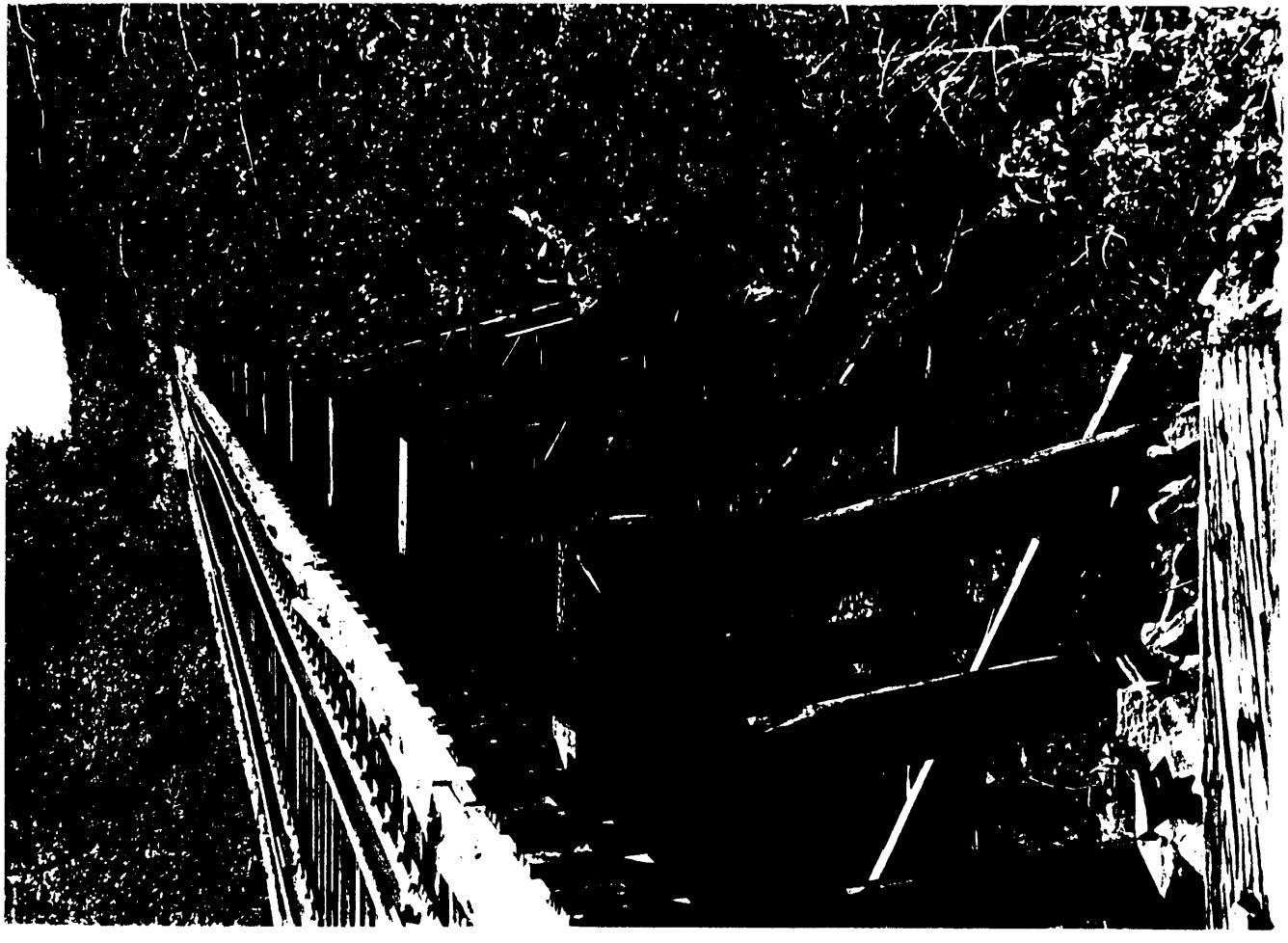
TIMBER PILE TRESTLE RAILROAD BRIDGE WITH AN OPEN DECK.

44. Comments

45. Placement SEE MAP

Faces E W N S

____ from N S end



Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

Mr. Karl Morell, Esq.
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1455 "F" Street NW, Suite 225
Washington, DC 20005

Prepared by

Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	163.6
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	410'
Bridge Type	Open Deck Thru Truss

Comments

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 163.6
4. City: NA
5. Vicinity: SKIATOOK
6. County: OSAGE
7. County Code: 113
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 3
12. Township: T 21 N
13. Range: R 13 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

25. Architect Builder	Unknown	
26. Year Built	CA. 1905	
27. Original Site	YES	Date Moved N/A
From Where N/A		
28. Accessible	YES	
29. Architectural Style	NA	
30. Foundation Material	NA	
31. Roof Type	NA	
32. Roof Material	NA	
33. Wall Material Pri	NA	
34. Wall Material Sec	NA	
35. Window Type	NA	
36. Window Material	NA	
37. Door Type	NA	
38. Door Material	NA	
39. Exterior Features	NA	
40. Interior Features	NA	
41. Decorative Details	NA	
42. Condition of Resource	04 POOR	

43. Description of Resource

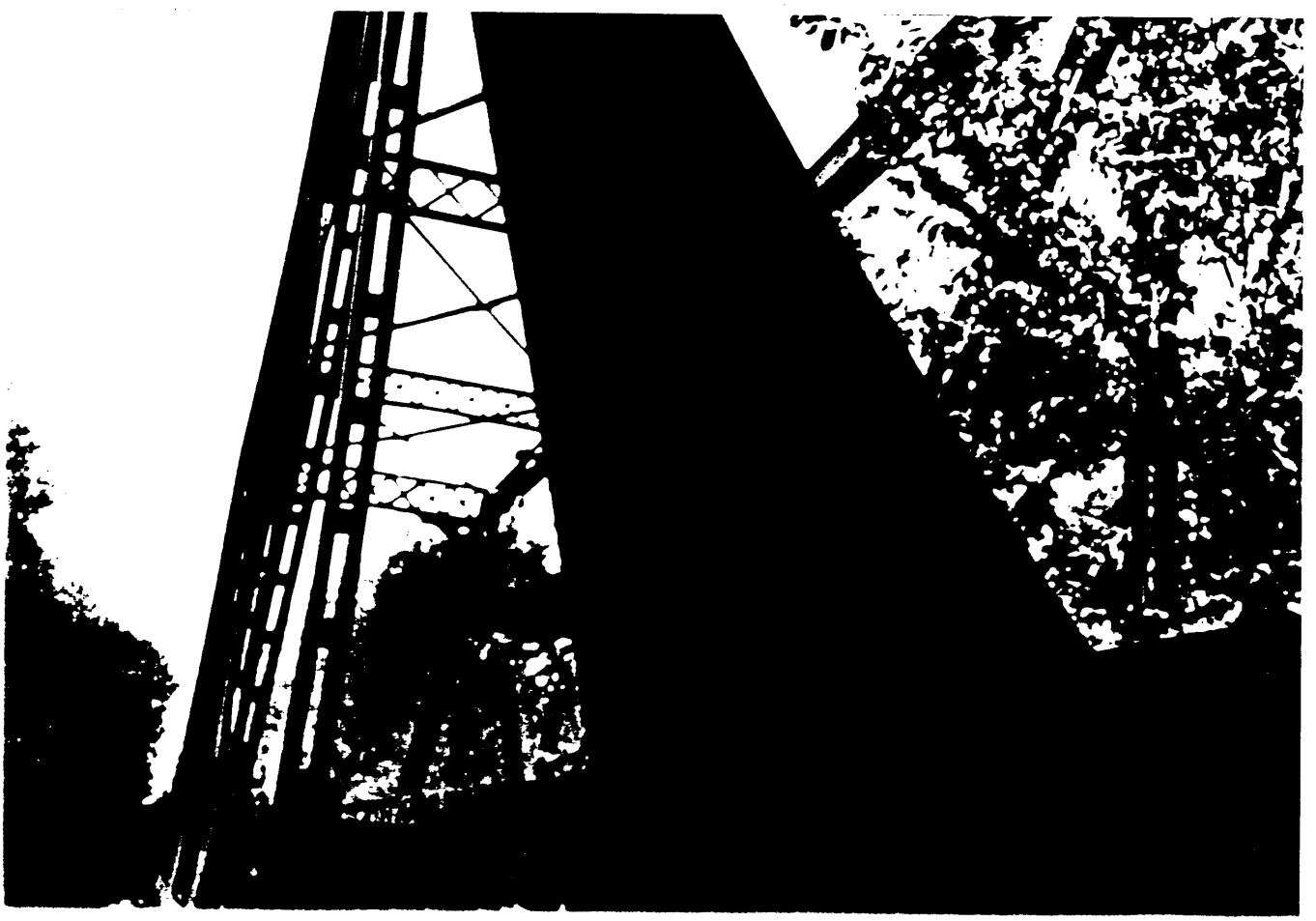
THRU TRUSS RAILROAD BRIDGE WITH AN OPEN DECK.

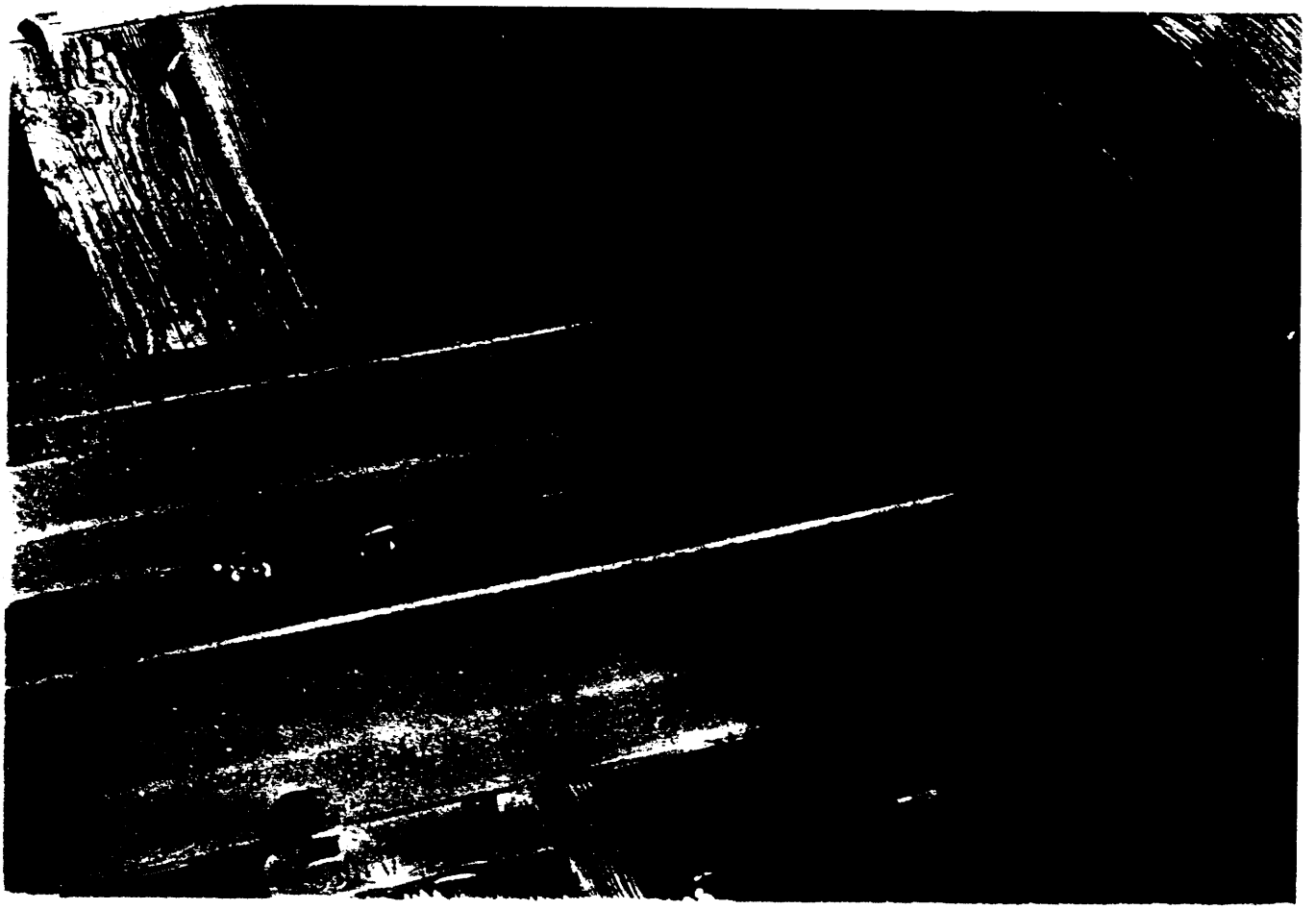
44. Comments

45. Placement SEE MAP

Faces E W N S

____ from N S end





Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

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1455 "F" Street NW, Suite 225
Washington, DC 20005

Prepared by

Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	164.0
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	108'
Bridge Type	Timber pile trestle, open deck

Comments

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 164.0
4. City: NA
5. Vicinity: SKIATOOK
6. County: OSAGE
7. County Code: 113
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 3
12. Township: T 21 N
13. Range: R 12 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

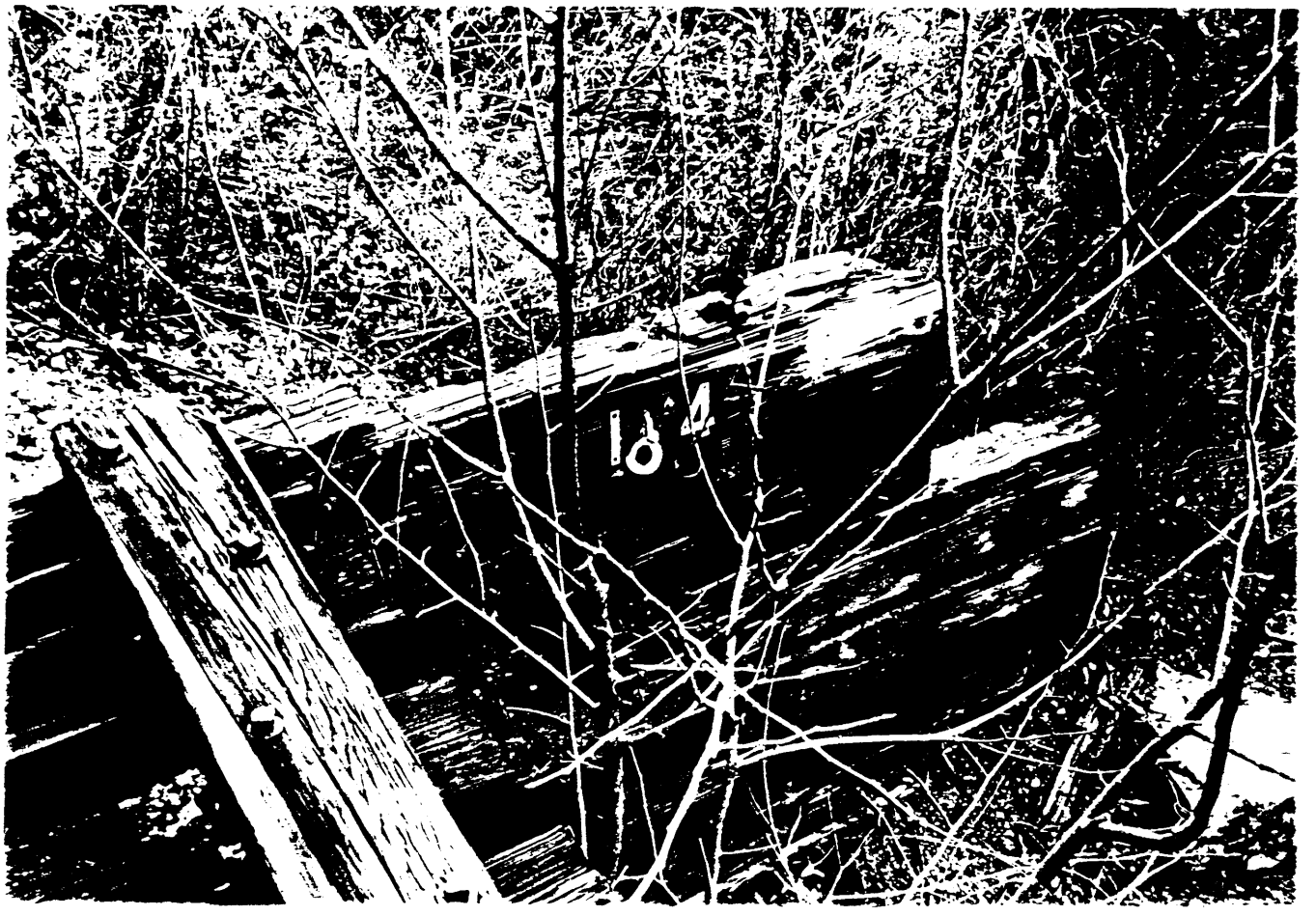
25. Architect Builder Unknown
26. Year Built CA. 1905
27. Original Site YES Date Moved N/A
    From Where N/A
28. Accessible YES
29. Architectural Style NA
30. Foundation Material NA
31. Roof Type NA
32. Roof Material NA
33. Wall Material Pri NA
34. Wall Material Sec NA
35. Window Type NA
36. Window Material NA
37. Door Type NA
38. Door Material NA
39. Exterior Features NA
40. Interior Features NA
41. Decorative Details NA
42. Condition of Resource 04 POOR
43. Description of Resource

TIMBER PILE TRESTLE RAILROAD BRIDGE WITH AN OPEN DECK.

44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end


104

Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

Mr. Karl Morell, Esq.
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Washington, DC 20005

Prepared by

Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	176.2
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	443'
Bridge Type	Open Deck/Deck Plate Girder

Comments

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 176.2
4. City: AVANT
5. Vicinity: N/A
6. County: OSAGE
7. County Code: 113
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 7
12. Township: T 23 N
13. Range: R 12 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

25. Architect Builder Unknown
26. Year Built CA. 1905
27. Original Site YES Date Moved N/A
    From Where N/A
28. Accessible YES
29. Architectural Style NA
30. Foundation Material NA
31. Roof Type NA
32. Roof Material NA
33. Wall Material Pri NA
34. Wall Material Sec NA
35. Window Type NA
36. Window Material NA
37. Door Type NA
38. Door Material NA
39. Exterior Features NA
40. Interior Features NA
41. Decorative Details NA
42. Condition of Resource 04 POOR
43. Description of Resource

DECK PLATE GIRDER RAILROAD BRIDGE WITH AN OPEN DECK.

44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end

Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

Mr. Karl Morell, Esq.
Ball Janik LLP
1455 "F" Street NW, Suite 225
Washington, DC 20005

Prepared by

Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	177.1
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	165'
Bridge Type	Ballast Deck/Deck Plate Girder
Comments	Bridge number photographed

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 177.1
4. City: AVANT
5. Vicinity: N/A
6. County: OSAGE
7. County Code: 113
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 7
12. Township: T 23 N
13. Range: R 12 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

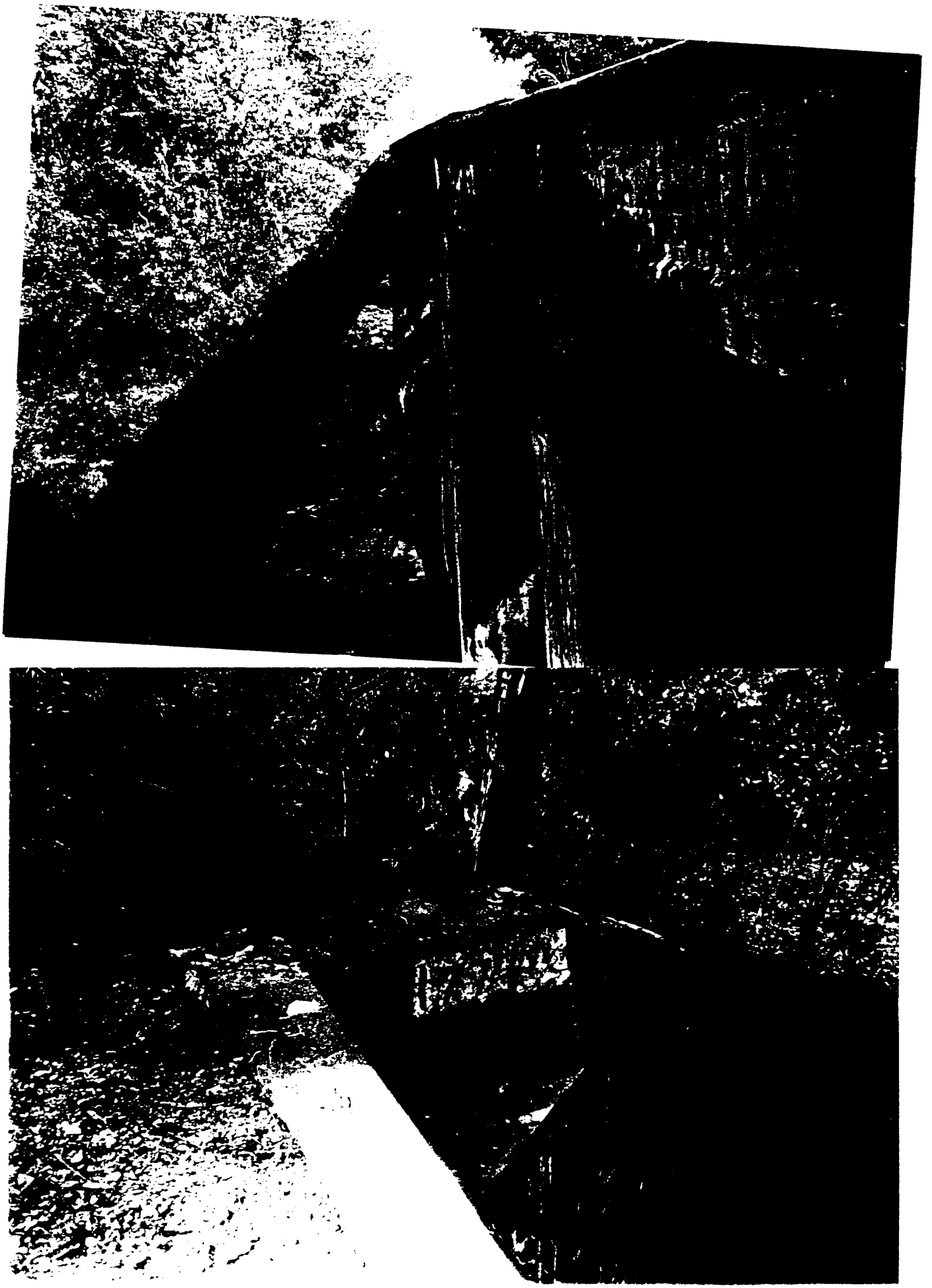
25. Architect Builder Unknown
26. Year Built CA. 1905
27. Original Site YES Date Moved N/A
    From Where N/A
28. Accessible YES
29. Architectural Style NA
30. Foundation Material NA
31. Roof Type NA
32. Roof Material NA
33. Wall Material Pri NA
34. Wall Material Sec NA
35. Window Type NA
36. Window Material NA
37. Door Type NA
38. Door Material NA
39. Exterior Features NA
40. Interior Features NA
41. Decorative Details NA
42. Condition of Resource 04 POOR
43. Description of Resource

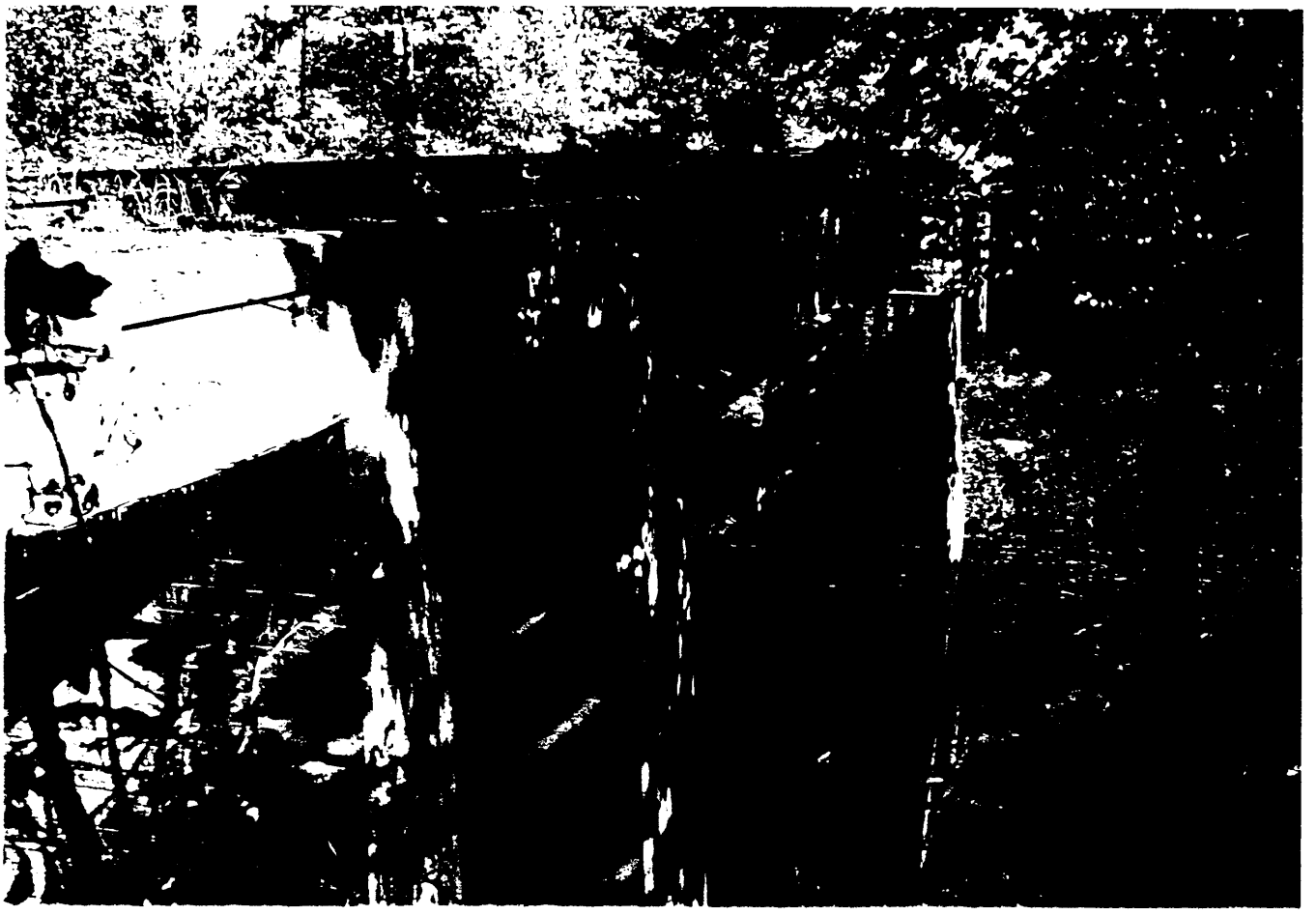
DECK PLATE GIRDER RAILROAD BRIDGE WITH AN OPEN DECK.

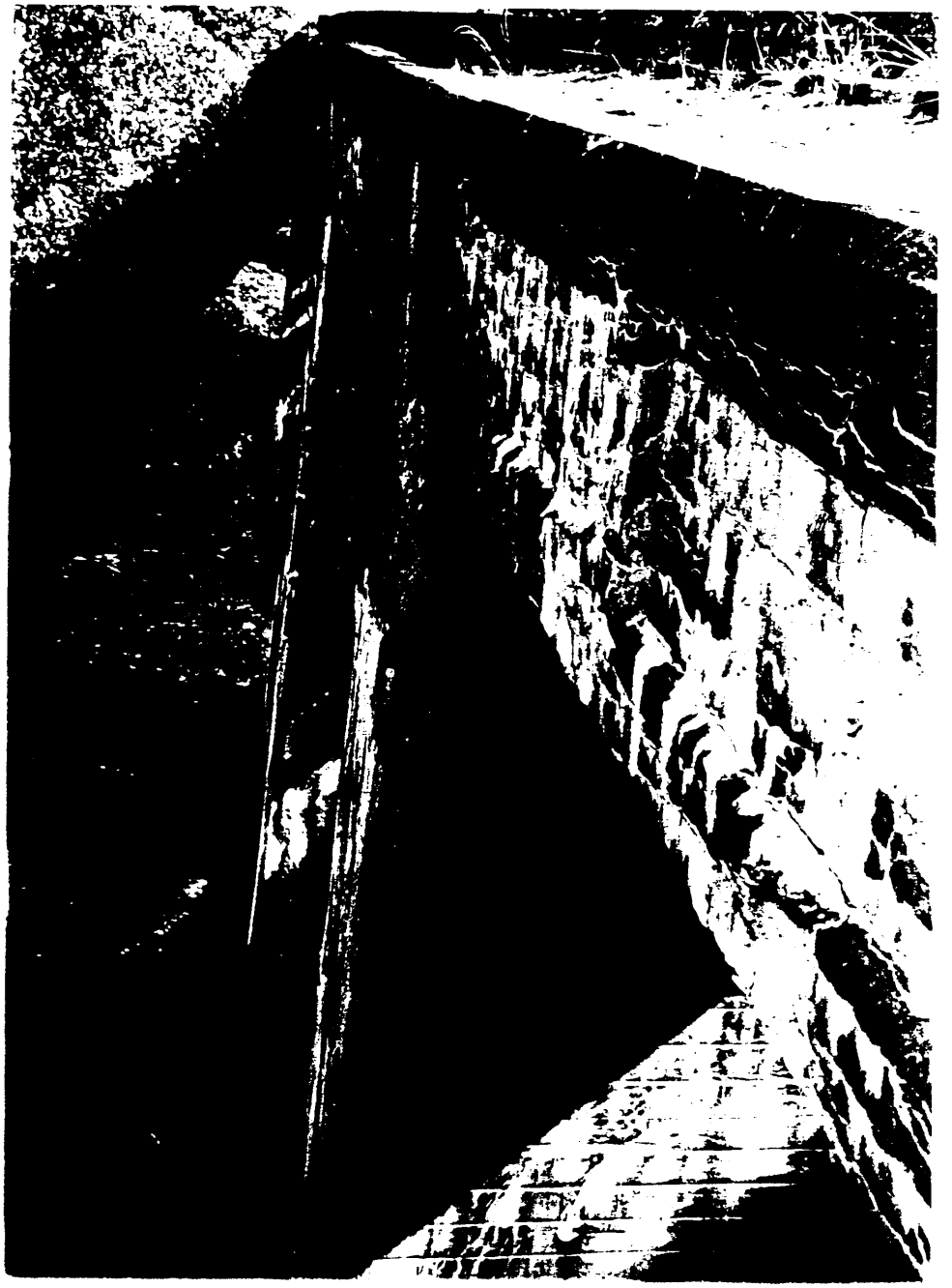
44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end







Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

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1455 "F" Street NW, Suite 225
Washington, DC 20005

Prepared by

Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	178.6
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	413'
Bridge Type	Open Deck Pile Trestle/Under Truss
Comments	Bridge number photographed

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 178.6
4. City: AVANT
5. Vicinity: N/A
6. County: OSAGE
7. County Code: 113
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 11
12. Township: T 23 N
13. Range: R 11 E

---

14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

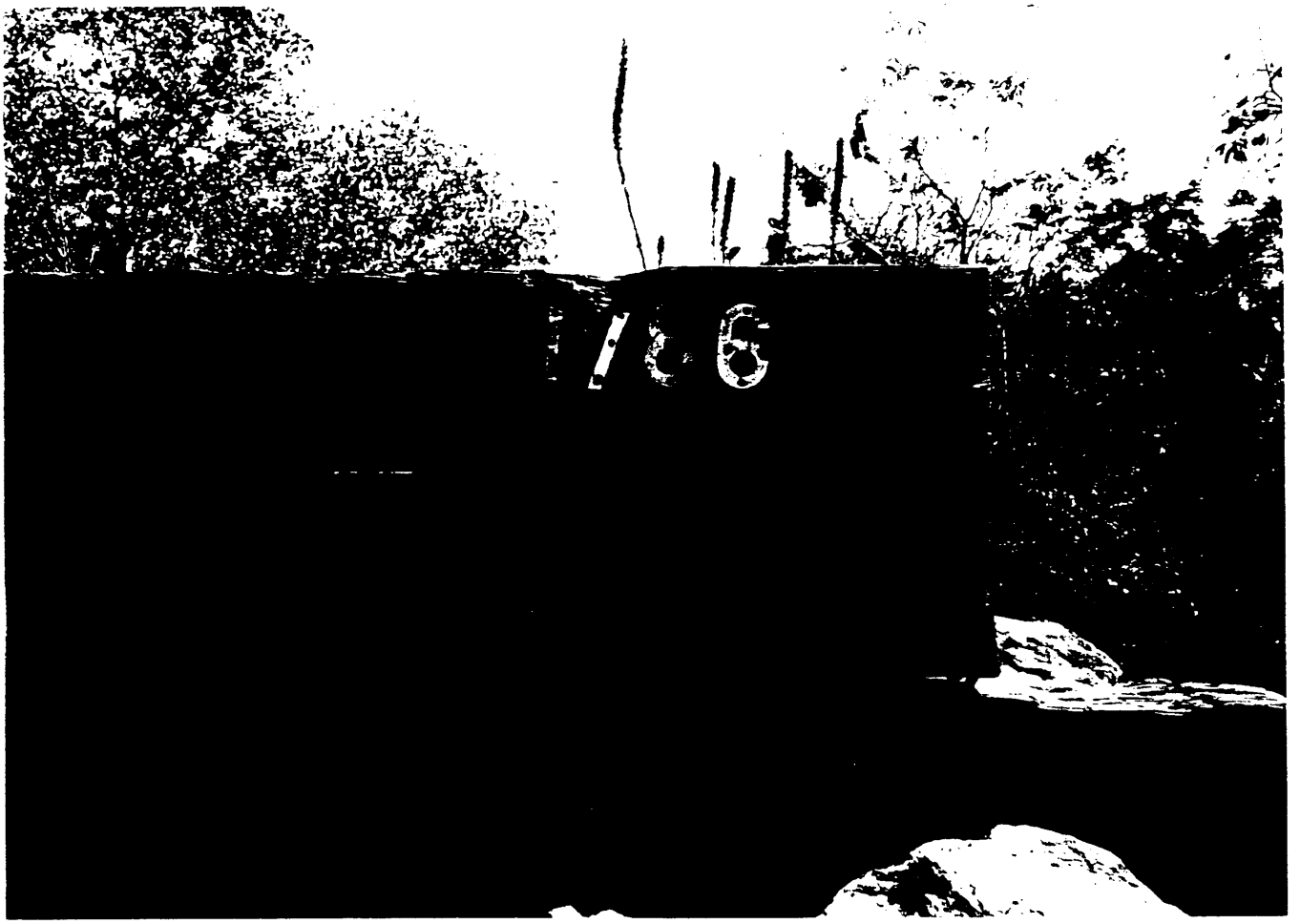
25. Architect Builder Unknown
26. Year Built CA. 1905
27. Original Site YES Date Moved N/A
    From Where N/A
28. Accessible YES
29. Architectural Style NA
30. Foundation Material NA
31. Roof Type NA
32. Roof Material NA
33. Wall Material Pri NA
34. Wall Material Sec NA
35. Window Type NA
36. Window Material NA
37. Door Type NA
38. Door Material NA
39. Exterior Features NA
40. Interior Features NA
41. Decorative Details NA
42. Condition of Resource 04 POOR
43. Description of Resource

TIMBER PILE TRESTLE WITH AN AN TRUSS RAILROAD BRIDGE WITH AN OPEN DECK.

44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end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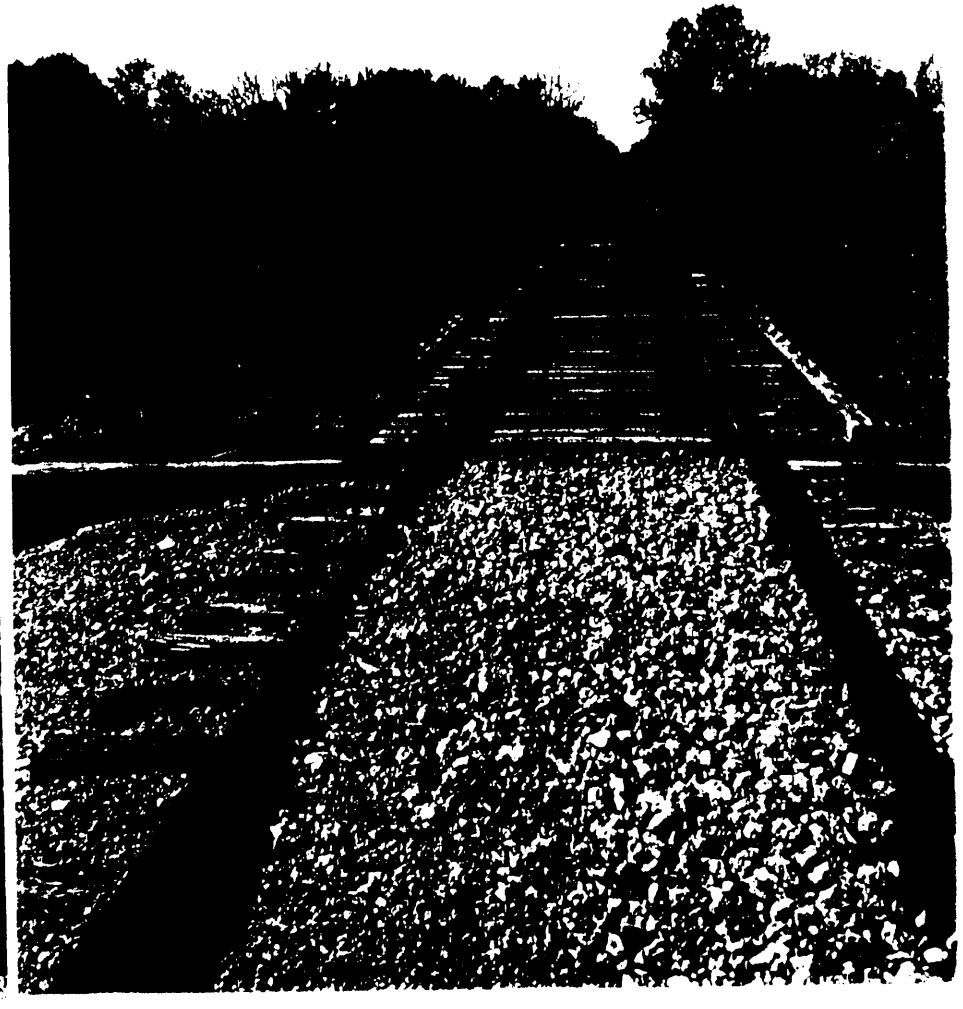

Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

Mr. Karl Morell, Esq.
Ball Janik LLP
1455 "F" Street NW, Suite 225
Washington, DC 20005

Prepared by

Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	185.4
Date of Construction	Circa 1908

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	254'
Bridge Type	Open Deck Pony Truss
Comments	Plate on bridge reads "Built by the Pennsylvania Steel Company, 1908"

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 185.4
4. City: NA
5. Vicinity: BARNSDALL
6. County: OSAGE
7. County Code: 113
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 20
12. Township: T 24 N
13. Range: R 11 E

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14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

---

21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

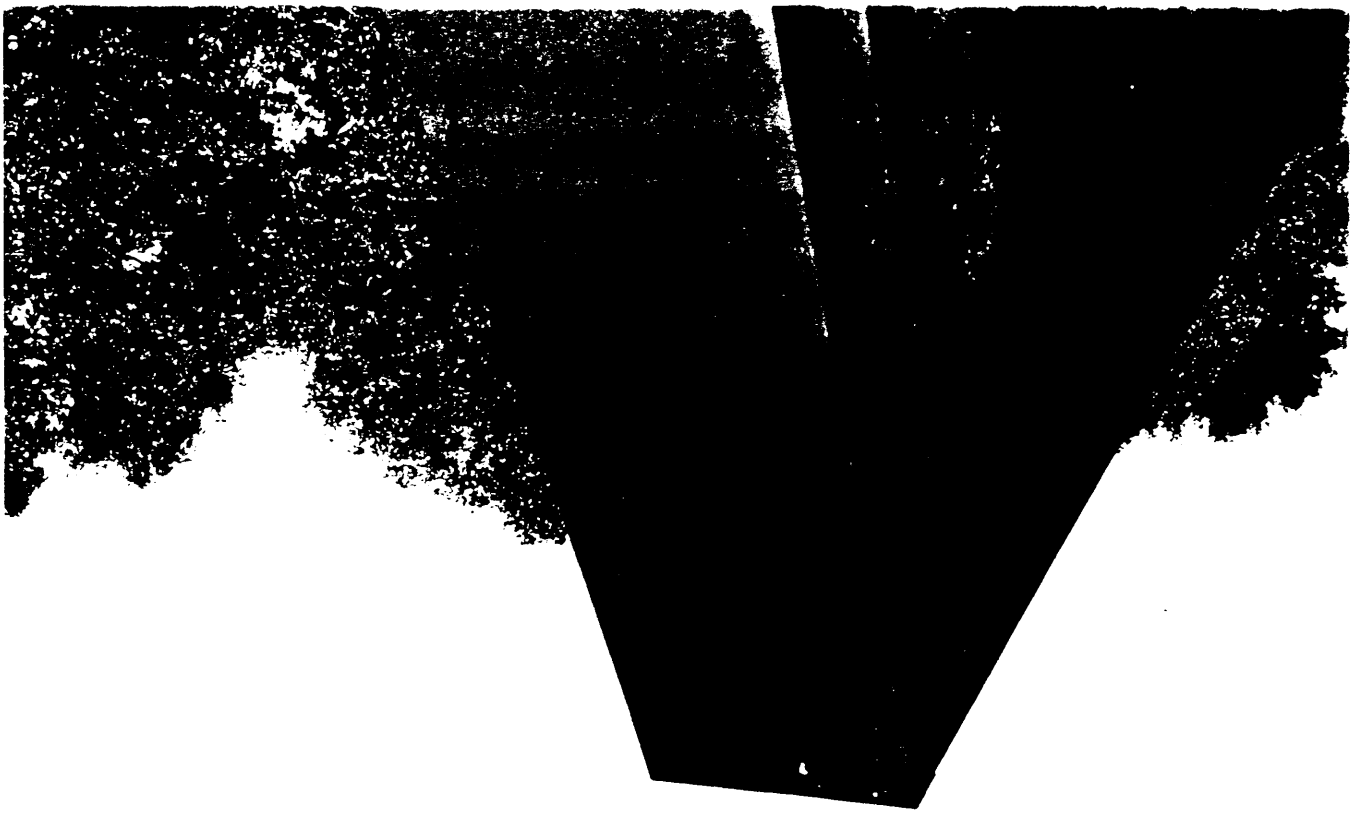
25. Architect Builder Unknown
26. Year Built CA. 1905
27. Original Site YES Date Moved N/A
    From Where N/A
28. Accessible YES
29. Architectural Style NA
30. Foundation Material NA
31. Roof Type NA
32. Roof Material NA
33. Wall Material Pri NA
34. Wall Material Sec NA
35. Window Type NA
36. Window Material NA
37. Door Type NA
38. Door Material NA
39. Exterior Features NA
40. Interior Features NA
41. Decorative Details NA
42. Condition of Resource 04 POOR
43. Description of Resource

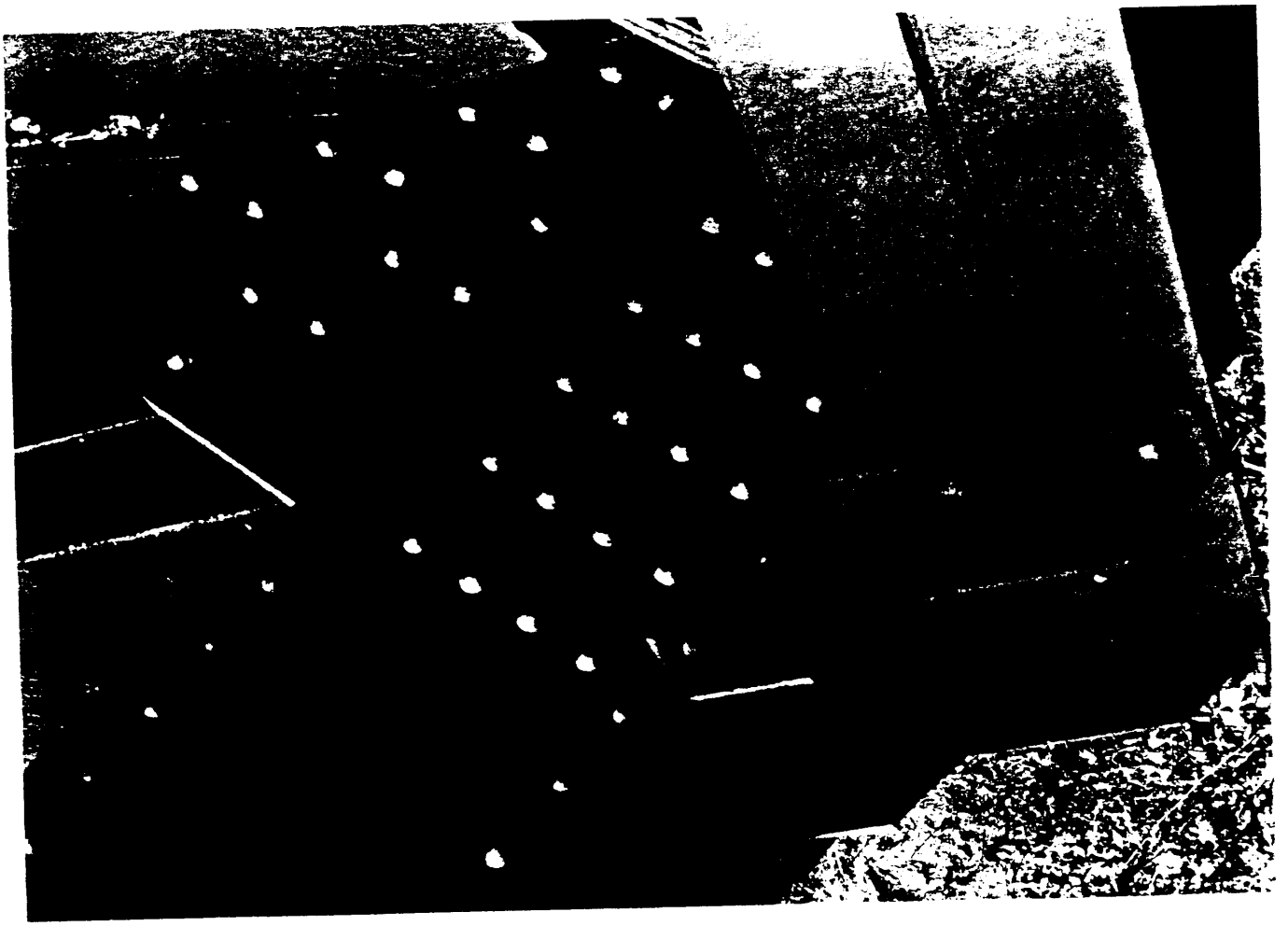
PONY TRUSS RAILROAD BRIDGE WITH AN OPEN DECK.

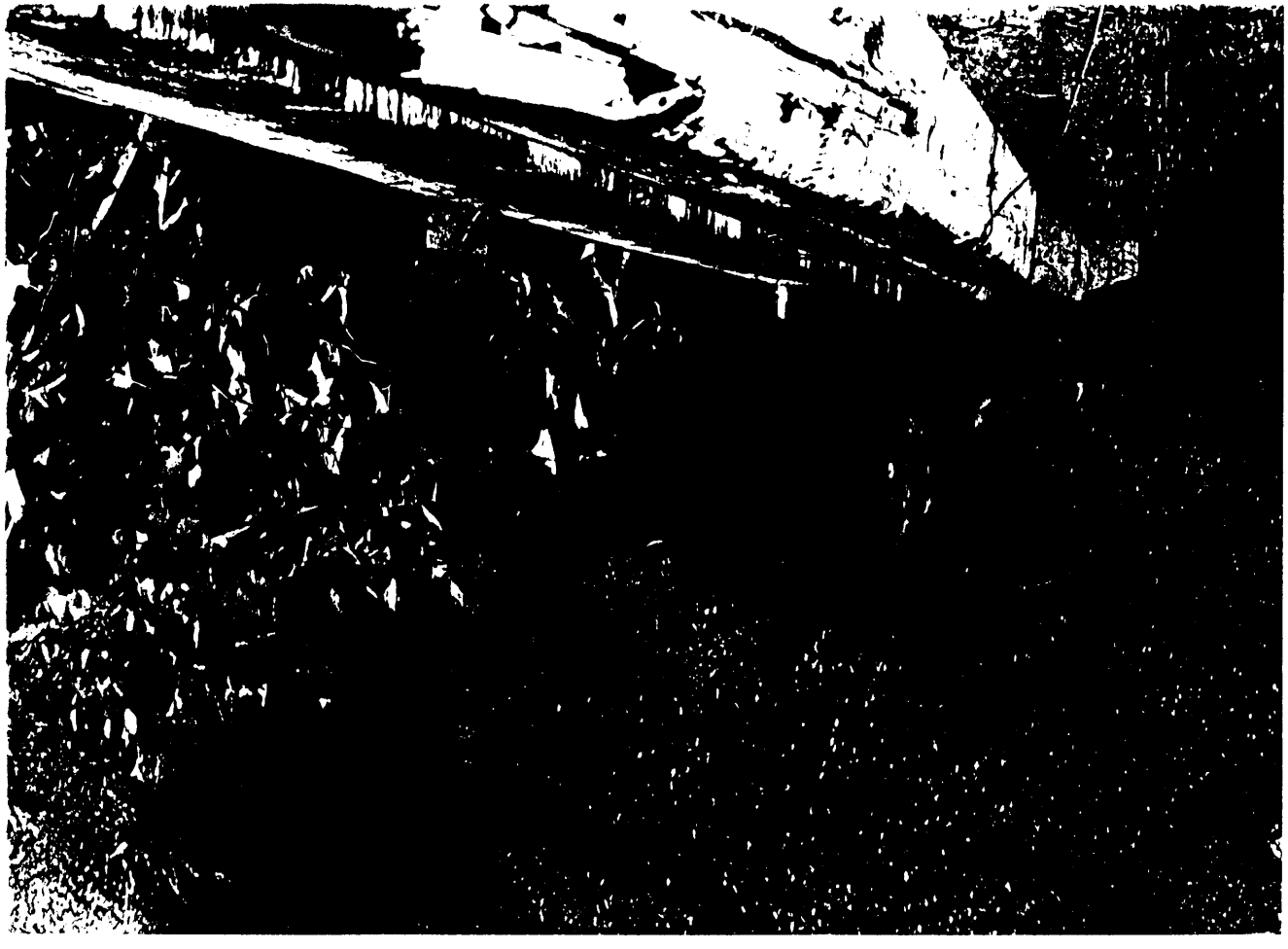
44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end







Midland Valley Railroad
Tulsa, Oklahoma to Barnsdall, Oklahoma

Prepared for

Mr. Karl Morell, Esq.
Ball Janik LLP
1455 "F" Street NW, Suite 225
Washington, DC 20005

Prepared by

Jo Meacham Associates
2300 NW 17th
Oklahoma City, Oklahoma 73107

Date Prepared: October, 2000

Bridge Structure Survey

Current Owner:	South Kansas & Oklahoma Railroad, Inc.
Bridge Mile Marker	186.4
Date of Construction	Circa 1905

Wooden cross ties, trestles and other wooden bridge members have been replaced over the years. Along this portion of track there are a number of steel tracks dating to the late 1920s. Other portions of the bridges, including concrete pilings and piers, have also been replaced over the years due to deterioration or damage.

Bridge Length	123'
Bridge Type	Open Deck Pile Trestle

Comments

See Enclosed Photographs

See "History of Midland Valley Railroad, State of Oklahoma" Report

Please refer to initial submittal for additional information and photographs

HISTORIC PRESERVATION RESOURCE IDENTIFICATION FORM

TYPE ALL ENTRIES:

1. Property Name: MIDLAND VALLEY RAILROAD, TULSA TO BARNSDALL
2. Resource Name: RAILROAD BRIDGE
3. Address: MILE MARKER 186.4
4. City: BARNSDALL
5. Vicinity: N/A
6. County: OSAGE
7. County Code: 113
8. Lot: NA
9. Block: NA
10. Plat Name: NA
11. Section: 18
12. Township: T 24 N
13. Range: R 11 E

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14. Resource Type: U STRUCTURE
15. Historic Function: 16A RAIL-RELATED
16. Current Function: 98 VACANT/NOT IN USE
17. Area of Significance, Primary: 290 TRANSPORTATION
18. Area of Significance, Secondary:
19. Description of Significance:

20. Documentation Sources:
    SEE "HISTORY OF MIDLAND VALLEY RAILROAD" REPORT

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21. Name of Preparer JO MEACHAM ASSOCIATES
22. Thematic Survey Project NO Project Name
23. Date of Preparation OCTOBER 2000
24. Photographs YES Year 2000

BUILDING CONSTRUCTION DESCRIPTION

25. Architect Builder Unknown
26. Year Built CA. 1905
27. Original Site YES Date Moved N/A
    From Where N/A
28. Accessible YES
29. Architectural Style NA
30. Foundation Material NA
31. Roof Type NA
32. Roof Material NA
33. Wall Material Pri NA
34. Wall Material Sec NA
35. Window Type NA
36. Window Material NA
37. Door Type NA
38. Door Material NA
39. Exterior Features NA
40. Interior Features NA
41. Decorative Details NA
42. Condition of Resource 04 POOR
43. Description of Resource

TIMBER PILE TRESTLE RAILROAD BRIDGE WITH AN OPEN DECK.

44. Comments

45. Placement SEE MAP

Faces E W N S
____ from N S end